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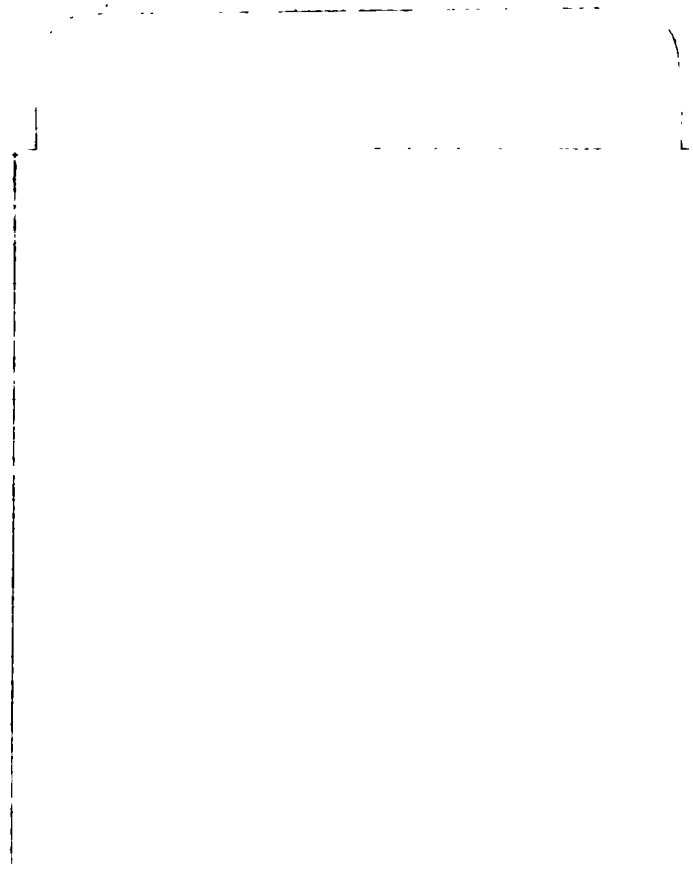

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*FM 55-312

FIELD MANUAL
NO. 55-312

HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, DC, 10 August 1981

AS 3 Apr 1991

MILITARY CONVOY OPERATIONS IN THE CONTINENTAL UNITED STATES

Use of the male gender in this publication is for ease of reading. Wherever the masculine gender is used, both masculine and feminine genders are intended.

*This FM supersedes TM 55-312, 4 February 1971, including all changes.

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PREFACE

This manual is a guide for commanders, officers, and noncommissioned officers responsible for the operation of convoys or serials and march units in the continental United States. It outlines procedures for obtaining convoy clearances, preparing convoy movements, organizing convoys, and actions to be taken in the event of emergencies. It applies to CONUS active Army, Army national guard, and Army reserve units. Higher echelon guidance for commanders and staff officers concerned with planning, organizing, and operating military motor convoys in areas other than the continental United States can be found in FM 55-30.

The Interstate Highway System and other expressways are made for the movement of traffic from one point to another in the shortest possible time with the highest degree of safety. Sharp curves, obstructions to driver's vision, intersecting roads, and steep grades have been eliminated on these highways wherever possible. These highways carry a heavy volume of traffic with fewer accidents per mile or per kilometer driven than over conventional highways.

Although traffic accidents occur less often on expressways than on conventional highways, they usually result in more serious injuries and excessive property damage. Because of the higher speed driven on these roads, the margin for driver error is much narrower than on conventional routes.

Commanders should--

- Train drivers for convoy operations on expressways
- Emphasize greater distance between vehicles and higher speed operations

Drivers should--

- Be more alert and adjust driving to the higher speeds
- Remember that there will be less time to react or correct mistakes

When the procedures prescribed by this text conflict with local traffic laws, the local laws will apply.

You are encouraged to recommend changes to this publication and submit comments for its improvement. Prepare comments and recommended changes on DA Form 2028, Recommended Changes to Publications, and forward to:

Commandant
US Army Transportation School
ATTN: ATSP-TD-IL
Fort Eustis, VA 23604

CHAPTER 1

PREPARATIONS FOR CONVOY MOVEMENT

MOVEMENT AUTHORITY

A military convoy in CONUS cannot travel on the public highways without a permit. Permission of the state and city officials over whose roads and streets the convoy will travel must be obtained. Separate permission for the toll authority must be obtained when toll roads, bridges, and tunnels are under the control of an agency other than a state or city government. Convoy clearances from the above agencies must be secured through the installation transportation office (ITO). When normal clearance procedures would delay accomplishing the mission, an emergency movement may be authorized by the senior commander at the installation of convoy origin prior to receipt of such clearance. The following conditions must be present:

- When a theater of operations is established within the United States.
- In the conduct of warfare prior to the establishment of a theater of operations.
- In response to significant hazards from accidents resulting from the movement of dangerous materials.
- In the conduct of operations necessitated by domestic disturbances or natural disasters.

REQUESTS FOR CONVOY CLEARANCE AND SPECIAL HAULING PERMITS

Submit DD Form 1265, Request for Convoy Clearance, (see appendix C), a copy of the operation order, and strip map of the proposed convoy route in four copies with one copy added for each state to be traversed, and the local transportation officer at the point of origin. The request must reach the approving authority (in most cases the local ITO) at least 10 days prior to the planned move.

Submit requests for permits to move oversize or overweight vehicles on public roads on DD Form 1266, Request for Special Hauling Permit (see appendix C), in four copies, with one copy added for each state to be traversed. This request must reach the approving authority at least 15 days prior to the planned move.

NOTE Only identical vehicles with loads of uniform weight and dimensions may be listed on the same DD Form 1266.

Requests for clearances and/or permits are dispatched through normal channels. In cases of emergency, electrical messages may be used, depending on time available. Electrically transmitted messages must furnish all the information required on DD Form 1265 or DD Form 1266.

RESERVE COMPONENTS

The requirement for obtaining convoy movement clearances on DD Form 1265 and the requirement for vehicle markings do not apply to Reserve components moving 50 miles or less over regularly traveled routes between armories and established weekend training sites. Coordination of such movements with appropriate authorities is made by local commanders, and the movements are accomplished as dictated by local authorities, local conditions, and safety considerations.

ROUTE SELECTION

Select the route you propose to use before completing section II, Route Data of DD Form 1265. Make your initial selection by using a current road map of the area through which you are planning to move. Follow the map reconnaissance with a physical reconnaissance when possible. Here are some factors that do not normally appear on maps but will influence your route selection:

ROUTE SELECTION
(Continued)

- All convoy vehicles must be able to clear all underpasses, bridges, tunnels, and overhead obstacles on the proposed route. If overhead clearance limitations are not available from the installation transportation officer or headquarters, you must make a physical reconnaissance of the route. If vehicles cannot clear overhead obstructions, you must select an alternate route or lower the profile of outsized vehicles enough to clear obstructions by dismantling booms, masts, and other vertical projections.

- Determine where minimum speed limits have been established on any portion of the route. You may get this information from the installation transportation officer. Your plans are affected if any of the convoy vehicles cannot maintain the minimum speed required by civil authorities. For example, when a small percentage of the convoy vehicles cannot maintain the required speed, you may consider routing these vehicles over an alternate route by separate dispatch. If an alternate route is not available and the vehicles exceed the weight or size limitations of the roads and bridges on the proposed route, or the route cannot be used because of other factors, you must coordinate with civil authorities to obtain permission to use the proposed route. Be aware that most civil highway authorities require that slow-moving vehicles traveling over expressways be equipped with warning devices, such as flashing lights and signs, and be accompanied by escort vehicles.

- Vehicles transporting oxygen, acetylene, or other compressed gas, either as cargo or maintenance equipment, are prohibited from using tunnels. Separate convoy vehicles loaded with compressed gas from the convoy before entering the tunnel approach road and direct them over another type of crossing. Furnish route instructions so that the vehicle may rejoin the convoy at a predicted point. If this is not possible, dispatch the vehicle separately over an alternate route to bypass the obstacle. Dangerous cargo marking instructions are in change 2 to FM 55-70.

- The availability of rest halt areas on a proposed convoy route is a prime consideration. The time and location of all rest stops must be included in your planning. On most highways, suitable areas for halts are usually available either along the roadway or a short distance from it.

ROUTE SELECTION
(Continued)

- Guidance on the use of official rest halt areas by military convoys will be discussed in chapter 2.
- When selecting a convoy route, the availability of areas for meal halts is of critical importance. Normally, you may use rest halt areas for meal halts as well.
- Avoid routes serving densely populated or industrial areas when possible. When highways serving congested areas must be used, schedule the convoy so as to avoid rush hour traffic.
- When there is a planned bivouac within the move, a physical reconnaissance is made. It should be made by the platoon leader, assistant truckmaster, and three assistant platoon sergeants. The selected bivouac site should be located close to supported activities and the roads connecting them to reduce driver fatigue and the possibilities of accidents.
- Position all vehicles that require the longest unloading time at the head of the column to shorten turn-around time.
- For normal planning factors, you should have one "bobtail" per 10 vehicles to support the recovery section of the convoy.

PREPARATION OF DRIVERS

Drivers and assistant drivers must have in their possession a valid Standard Form 46, US Government Motor Vehicle Operator's Identification Card, listing the driver's qualifications.

Select only drivers with experience in operating military vehicles on public highways for a convoy assignment when possible. (When a convoy is dispatched for driver training purposes, this does not apply.) Allow personnel with limited driving experience to practice their driving prior to going onto an expressway. This enables drivers to adjust to expressway driving and correct errors pointed out by supervisory personnel.

Give the drivers an opportunity for 8 hours' rest during the 12 hours prior to convoy departure time.

Brief the drivers thoroughly before the convoy departs. Cover as a minimum the following areas:

- Compliance with traffic control devices and civilian traffic regulations.

PREPARATION OF DRIVERS
(Continued)

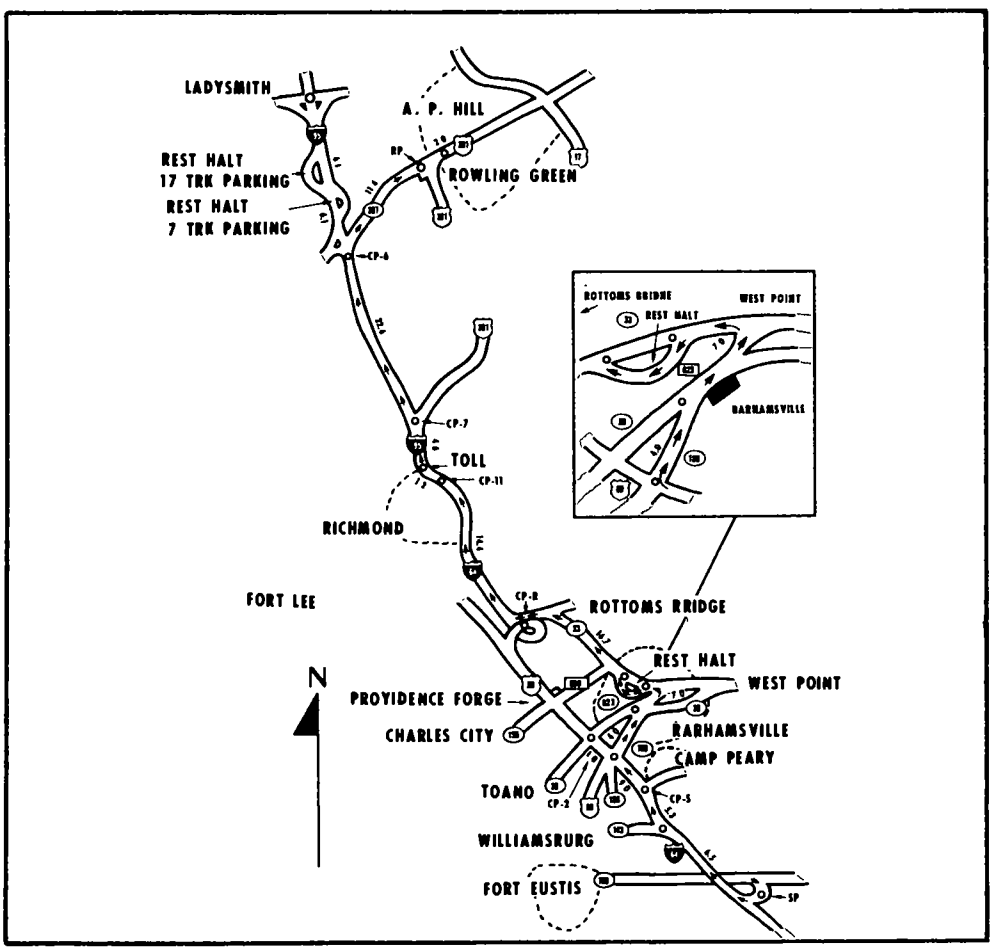
- Route.
- Maximum and minimum speeds for segments of the route.
- Police of halt areas.
- Distance between vehicles (urban areas, expressways, conventional routes, and entrance and exit routes).

NOTE

Vehicle drivers do not have right-of-way over civilian traffic, except under prescheduled emergency moves cleared by state officials and police authority.

- Obedience to civil and military police and traffic escorts.
- Location and time of rest and meal halts.
- Destination and use of strip maps.

STRIP MAP



PREPARATION OF DRIVERS
(Continued)

- Entering and leaving expressways.
- Bivouac site.
- Emergency halts.
- Action if separated from convoy.
- Use of highway warning kits.
- Refueling procedures.
- Phone number to call for required medical and maintenance support and locations of medical and maintenance facilities along route of march. (All supervisory personnel should know this number and be briefed in detail on procedures to follow when assistance is required.)
- Communications to be used during movement, e.g., radio, visual signals, sign messages, audio signals.
- Avoidance of highway shoulders for halts except under emergency conditions.
- Location and identification of destination including name and phone number of the point of contact.
- Operation of headlights on low beam during the entire trip except when prohibited by local civil ordinances.

If possible, assign an assistant driver to each vehicle in the convoy. The assistant driver must have in his possession a valid SF 46 (US Government Motor Vehicle Operations Identification Card) for the type of vehicle he is assigned to in the convoy. In addition to sharing driving time, the assistant driver will:

- Relay signals from the convoy commander to following vehicles.
- Check route or highway markers to insure that directions contained in the strip map are being followed.
- Assist the driver to insure that lanes are clear when changing lanes, entering or exiting expressway ramps, or passing slow-moving vehicles.
- Observe the person driving for symptoms of fatigue.
- Perform duties to assist in the smooth, safe operation of the vehicle.

CONVOY ORGANIZATION PLANNING

Good planning is essential for a successful convoy operation. The first step of convoy organization planning is to divide convoys of more than 20 vehicles into serials. This is to avoid interference with normal traffic and to facilitate control. The number of serials will depend upon the number of vehicles in the convoy. For better control or when traffic is expected to be heavy, you may divide the convoy serials into march units. Designate a commander for each serial and each march unit. Designate a pace setter and give him appropriate instructions. Finally, appoint a trail party, consisting of the maintenance section, medical support when available, POL vehicle, and the claims officer. Instruct the trail party how to evaluate disabled vehicles, what to do in the event of an accident, and what maintenance support is available from military installations along the route. The claims officer should be briefed by a member of the installation's staff judge advocate office.

Placement of vehicles within a serial or march unit is determined by many factors. First among these is the danger of rear-end collisions on modern expressways. In order to reduce the possibility of injury to personnel, do not place vehicles transporting troops last in a serial or march unit. **Do not place troops in vehicles transporting flammable motor fuels or other hazardous cargo.** When empty trucks or trucks with general cargo are available, use them as buffer vehicles between those transporting personnel and those loaded with hazardous cargo.

Leave a minimum time gap of 5 minutes between march units and 10 minutes between serials of a convoy. When directed by civil police escorts, convoys may be closed up to a single serial. On expressways, convoy elements may have to be phased into official halt areas, so gaps between elements may have to be substantially increased. This will be discussed later in this manual.

Position serial and march unit commanders where they can best control their convoy element. March unit commanders may place themselves at the head of their element. This position enables the serial or march unit commander to regulate the speed, but restricts his ability to otherwise control his vehicles. It is easier to control a march unit from the rear; there, he will be aware of the condition of vehicles that may fall out because of mechanical failure and be able to provide for the drivers and any troops or cargo they may be transporting. He will also be able to take charge at the scene of an accident involving drivers under his supervision until traffic accident

CONVOY ORGANIZATION PLANNING
(Continued)

investigation personnel arrive. Should his element be held up, he will be able to move up to the source of the trouble and make adjustments. The convoy commander has no set position, but he should position himself where he can best control the convoy.

NOTE Convoy and convoy element commanders should avoid driving in the left lane, because the limited speed of military vehicles can easily cause them to become a hazard to faster moving civilian traffic.

CIVILIAN POLICE TRAFFIC CONTROL AND TRAFFIC CONTROL DEVICES

Obtain the assistance of civilian police whenever possible for all critical areas not on military reservations through which the convoy will pass. These areas include major intersections, entrances to and exits from expressways and main routes, densely populated and industrial areas, and entrances to and exits from rest halt areas. Request the installation provost marshal to arrange civilian police support in the immediate vicinity of the installation where the convoy originates. Request police support for more distant areas through the installation transportation officer at the time the convoy clearance is requested. Use military police or convoy personnel when civilian police support is not available. When personnel are drawn from the convoy for traffic control, assign additional personnel for this function.

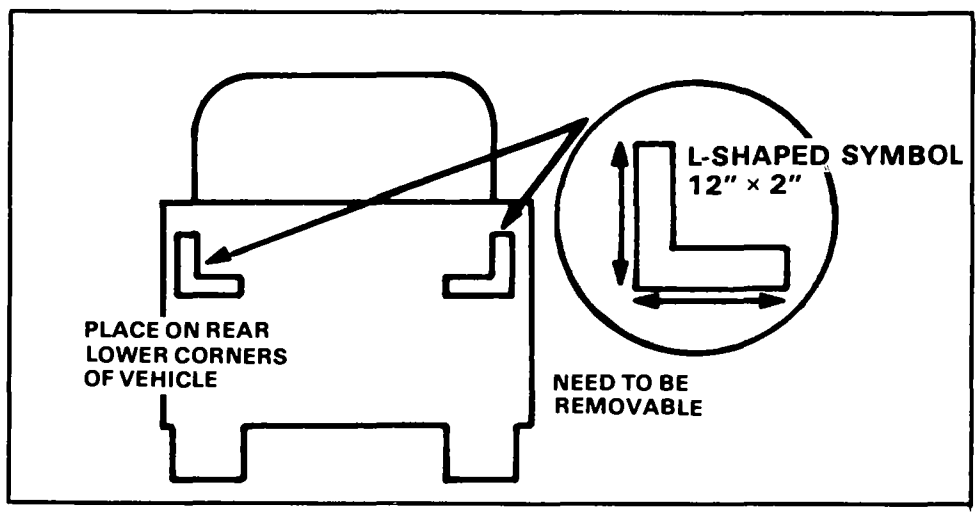
IMPORTANT Instruct traffic guides and convoy drivers that they *do not* have priority over civilian traffic when not on a military reservation. You have no authority to instruct military drivers to disregard traffic lights or other traffic control devices on public roads.

SAFETY EQUIPMENT AND WARNING DEVICES

The first task vehicle in the convoy must carry on its front, directly below the windshield or in some other conspicuous location, a sign with 4-inch black reflective letters on yellow background reading "CONVOY FOLLOWS." The last vehicle of each convoy element, other than the control vehicle, will bear on its rear, a sign reading "CONVOY AHEAD." The convoy signs will be prepared IAW the specifications given in appendix B.

SAFETY EQUIPMENT AND WARNING DEVICES
(Continued)

While moving at night or during periods of reduced visibility, lead or rear convoy vehicles, and those oversize and overweight vehicles separated from the main body and moving by infiltration, will operate 4-way flashers. While operating at night or during reduced periods of visibility, convoy vehicles will display L-shaped symbols composed of a vertical strip, 12 inches long and 2 inches wide, or red retroreflective paint, tape, or other reflective material placed at the lower corners of the vehicles (refer to AR 55-29). **This should be a removable material so that the camouflage paint and combat readiness of the vehicle is not compromised.**



REFLECTIVE L-SHAPED SYMBOL

Headlights of all vehicles moving in convoy or halted on road shoulders must be on (at low beam) at all times except where prohibited by state or local ordinances. While halted on shoulders, vehicles equipped with emergency flasher systems must also have these lights operating.

All vehicles will be equipped with an approved fire extinguisher suitable for extinguishing gasoline and electrical fires.

All vehicles used to transport personnel must carry an approved first aid kit.

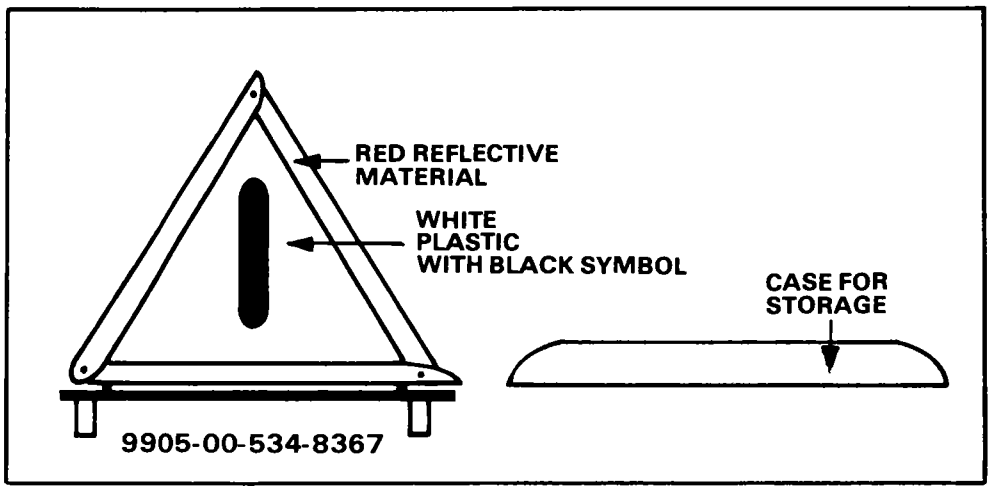
Each vehicle must have no less than one set (pair) of tire chains when snow or ice conditions may be encountered.

SAFETY EQUIPMENT AND WARNING DEVICES
(Continued)

Buses with a seating capacity of nine or more passengers must be equipped with a hand axe.

All convoy vehicles must be equipped with an approved highway warning kit. In the event of an emergency, the placement of warning devices must be in accordance with advice given on page 2-8 .

HIGHWAY WARNING KIT



Road guides must wear high-visibility devices, such as a traffic safety MP ensemble, consisting of vest (FSN 8415-00-177-4974) and sleevelets (FSN 8415-00-144-5011). Baton flashlights must also be provided when the convoy operates during darkness or when visibility is reduced to 500 feet or less.

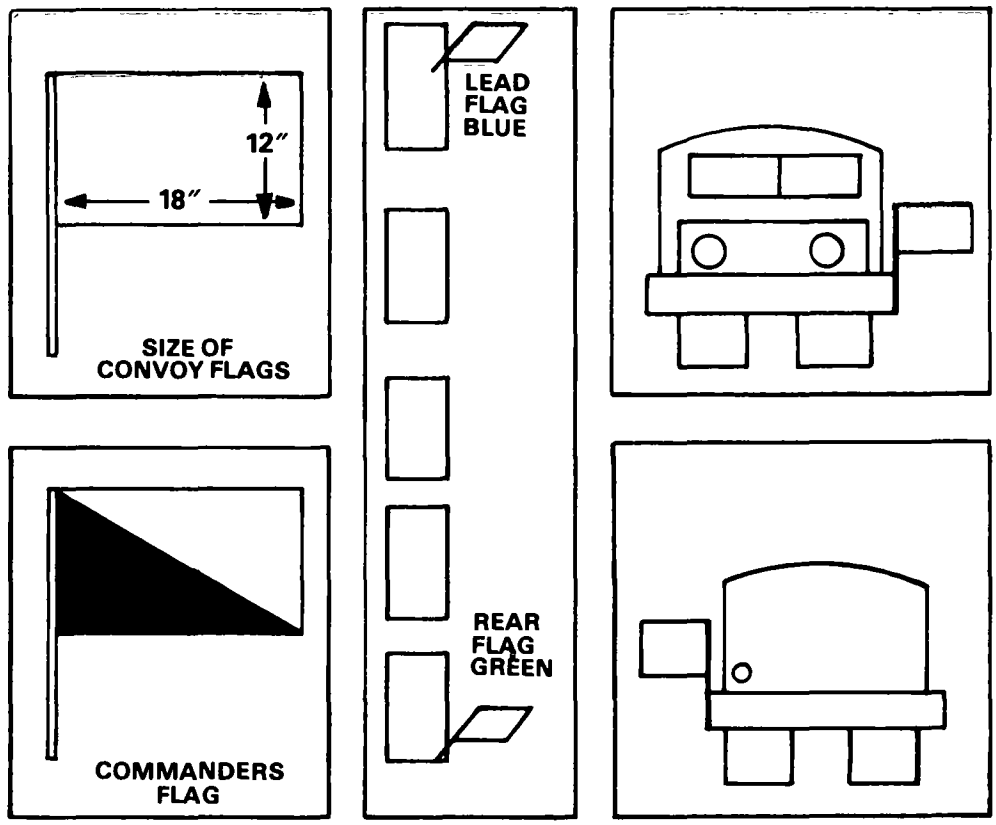
CONTROL VEHICLE IDENTIFICATION

Mark each serial of the convoy with flags 12 inches in height and 18 inches in length (approximately 30 centimeters in height and 45 centimeters in length) as follows:

- The leading vehicle with a blue flag and the rear vehicle with a green flag.
- The vehicles of the convoy commander and the serial commanders must carry a white and black flag divided diagonally from lower front corner to the upper rear corner, with the upper forward triangle white and the lower rear triangle black.

CONTROL VEHICLE IDENTIFICATION
(Continued)

Mount the flag on the left side of the vehicle. It may be at either the front or the rear of the vehicle but must not be positioned where it will interfere with the vision of the driver or with any functional component of the vehicle.



Convoy identification flags are available through local supply channels:

Leading vehicle flag
NSN: 8345-00-543-6912

Trailing vehicle flag
NSN: 8345-00-543-6913

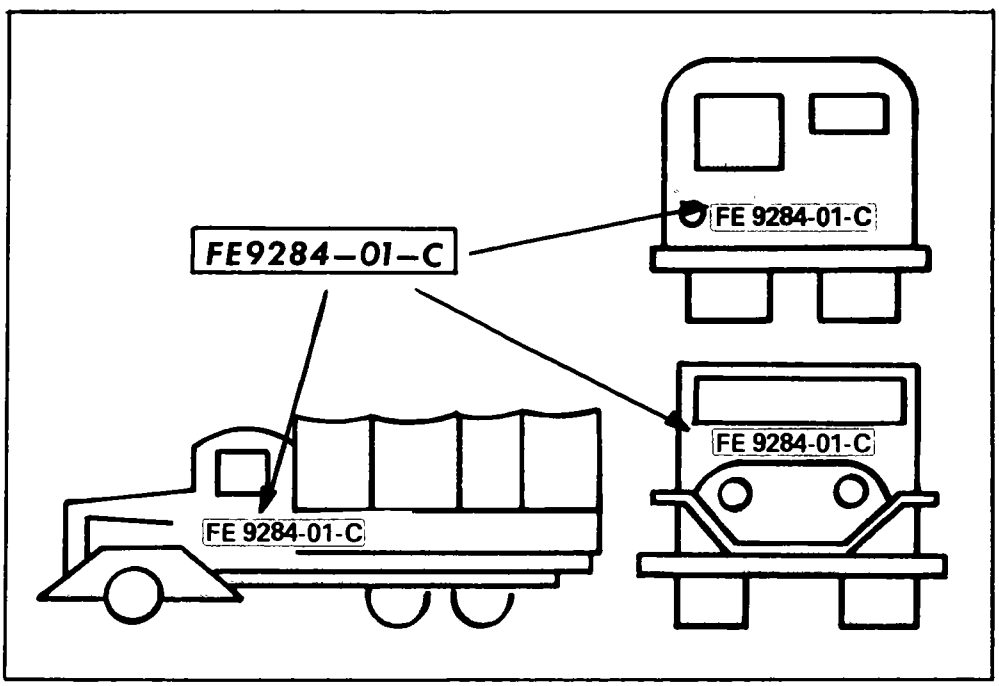
Commander's flag
NSN: 8345-00-543-6911

CONVOY IDENTIFICATION

All convoys must have a convoy clearance number. This number is given by the approving headquarters in whose area the convoy originates and is designated at the time the request for convoy clearance is approved. This number must be shown by the convoy during the entire movement.

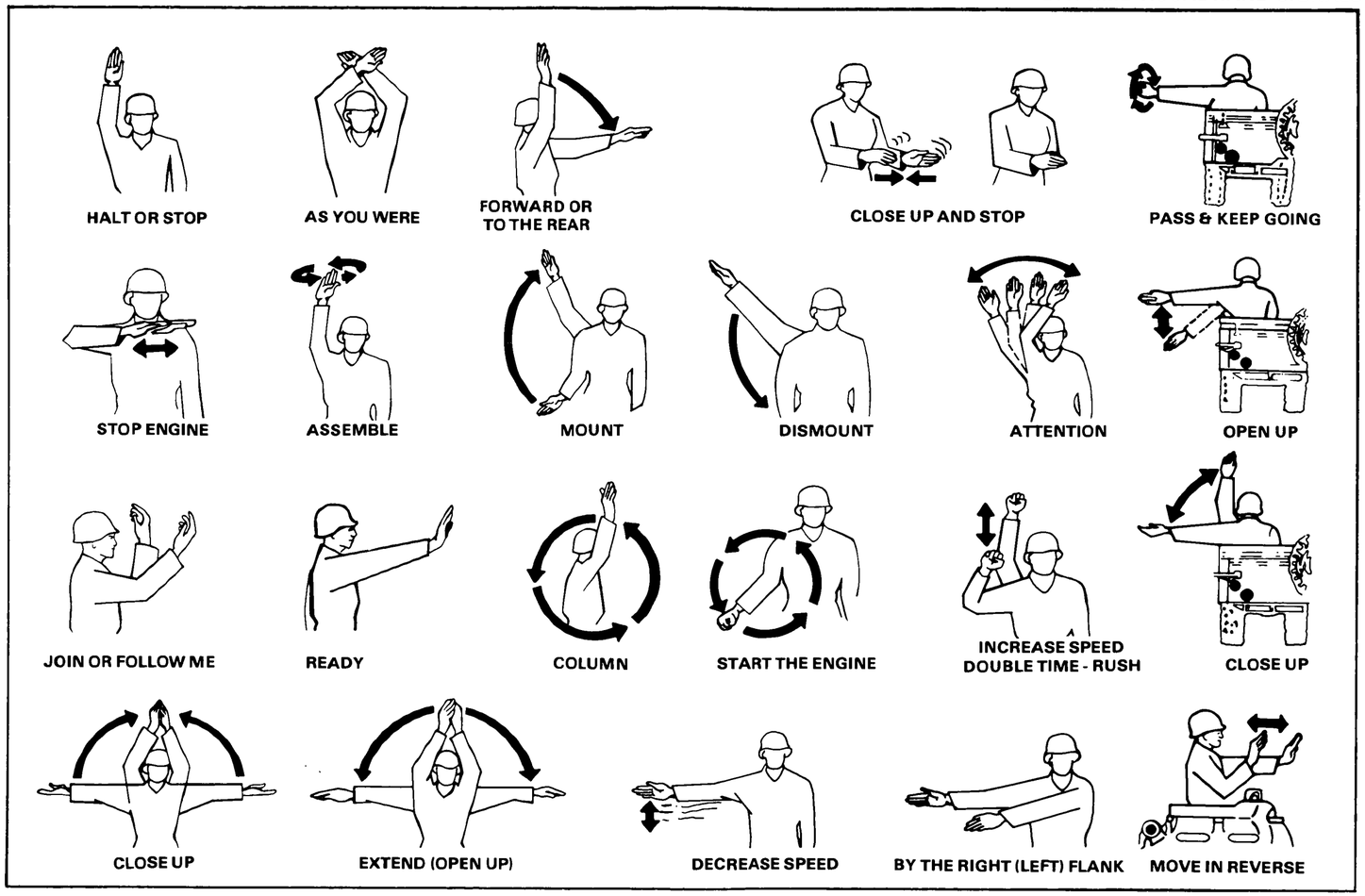
Place the number on both sides of all the vehicles. When space is available, it should also be placed on the front of all the vehicles in the convoy. Additionally, place the number on the hood of the lead and trail vehicles of each serial to ease identification from the air. The convoy clearance number is composed of the abbreviation of the approving headquarters in which the movement is due to commence, the Julian calendar date when the convoy is due to begin, a sequence number, and a letter indicating type of movement. The types of movement letters are: "C" for a convoy without dangerous cargo or outsize items of equipment, "E" for explosives, and "S" for outsize vehicle or load.

CONVOY CLEARANCE NUMBER



EXAMPLE Convoy clearance number FE 9284-01-C tells you that convoy number one originating at Fort Eustis will move on Julian date 9284. The letter "C" indicates that it is a convoy in which there are no explosives or outsize items of equipment.

DAYTIME VISUAL HAND SIGNALS



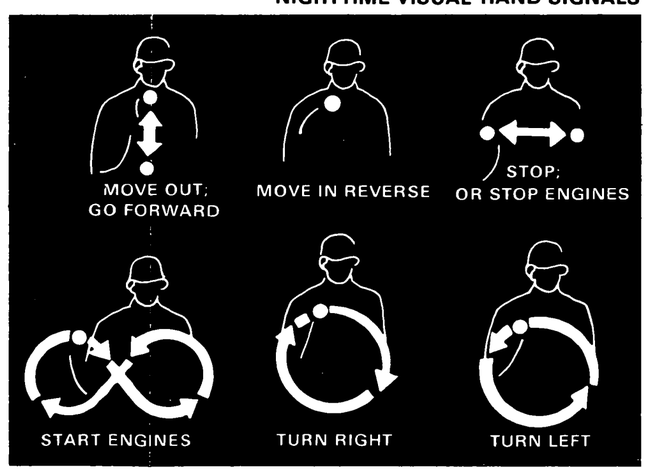
CONVOY COMMUNICATIONS

Radio is your principal means of communication during a motor movement. Radio provides you the most rapid transmission of orders and messages between widely separated elements of a convoy. Plans for its use are usually given in orders, in the unit standing operating procedure, and in the Communications-Electronics Operation Instructions (CEOI). Aircraft may be used to relay messages between FM radios on the ground when terrain restricts direct communication. For additional information on convoy communications, refer to FM 24-1.

You can use audio signaling along with other means of signaling for column control. Use whistles or horns to attract attention and to forewarn personnel of forthcoming commands. Aircraft equipped with loudspeakers may be used for audio signaling with approval of civil authorities and when it will not distract civilian drivers or nearby civilian communities.

You may use sign messages written on a board and posted along the route or displayed by a guide in view of oncoming vehicles to pass instructions to the moving column. If you use this method, take care that it does not interfere with civilian traffic and does not violate state or local laws.

NIGHTTIME VISUAL HAND SIGNALS



You can use visual signals (FM 21-60) for column control. These may be arm-and-hand, flashlight, or flag signals. They may be given directly by the commander to the entire march unit or may be relayed from vehicle to vehicle as in the case of standard driver's signals.

FOLDOUT

CHAPTER 2

CONVOY OPERATIONS

FINAL ACTIONS BEFORE DEPARTURE

Inspect all vehicles as they arrive in the convoy assembly area to insure that they are in satisfactory condition. Notify units furnishing vehicles for a convoy as far in advance as possible to enable them to prepare them thoroughly. Make on-the-spot corrections when possible. Check for:

- Mechanical condition, including brake system.
- Fuel, oil, and coolant levels.
- Serviceability of lights and horn.
- Tires (for serviceability and proper pressure).
- Availability of emergency equipment.
- Tire chains, when specified.
- Additional POL, when specified.
- Police of vehicle cargo or passenger compartment.
- Condition of driver.
- Driver's permit for authorization to operate assigned vehicle (SF 46).
- Driver's individual equipment.

If deficiencies are detected that cannot be corrected on the spot, return the vehicle to the unit for replacement. No vehicle should be accepted in a "might make it" condition. After vehicles have been accepted for the convoy, they should be driven to the final assembly area for the convoy clearance number to be applied.

After vehicles and drivers have been inspected and the convoy is organized and ready to move out, assemble the personnel for a final briefing. Distribute strip maps to all drivers. Use an enlarged strip map (a blackboard drawing or other drawing) to explain details of the route. Conclude the briefing with a question and answer period.

ENTERING CONVOY ROUTES

Depart the assembly area upon the command of the convoy commander and at the time given in the operation order. Use military police support to reduce interference with other installation traffic and to insure that the integrity of the convoy is maintained. Normally, you will maintain a close distance between vehicles when moving from the assembly area to the main convoy route. When you can obtain civilian police support, it should escort the convoy from the installation boundary to the main convoy route.

REMEMBER **If civilian police escort is not available, military police or other military personnel providing escort service have no authority to instruct military drivers to disregard traffic control devices or signs.**

Main convoy routes are usually characterized by heavy, fast-moving traffic. Entering these routes is a critical operation. But the risk can be reduced when civilian police assist by controlling civilian traffic. When civilian police are not available, use military police or other military personnel to direct convoy vehicles onto the route. They should not interfere with civilian traffic.

Most expressways are equipped with entrance and exit ramps and acceleration and deceleration lanes which are designed to allow vehicles to enter and leave without interfering with other traffic. When used properly, they greatly reduce the risk of traffic accidents and help in the movement of the convoy. The following instructions apply both to the initial point of entry to the expressway and when returning to it from a rest halt area.

- When possible, civilian police assistance should be obtained to direct convoy vehicles onto the expressway and to control civilian traffic. When civilian police are not present, use military personnel to signal military vehicles when it is safe to enter the expressway.
- Prior to driving onto the entrance ramp, close up convoy vehicles to a maximum distance of 20 yards (18.28 meters) to reduce the time the entrance ramp is blocked to normal traffic. Upon reaching the accleration lane, increase convoy speed to equal as closely as possible that of other traffic on the expressway. The maximum speed authorized for military vehicles on expressways is 50 miles (80.45 km) per hour. Military vehicles moving on controlled

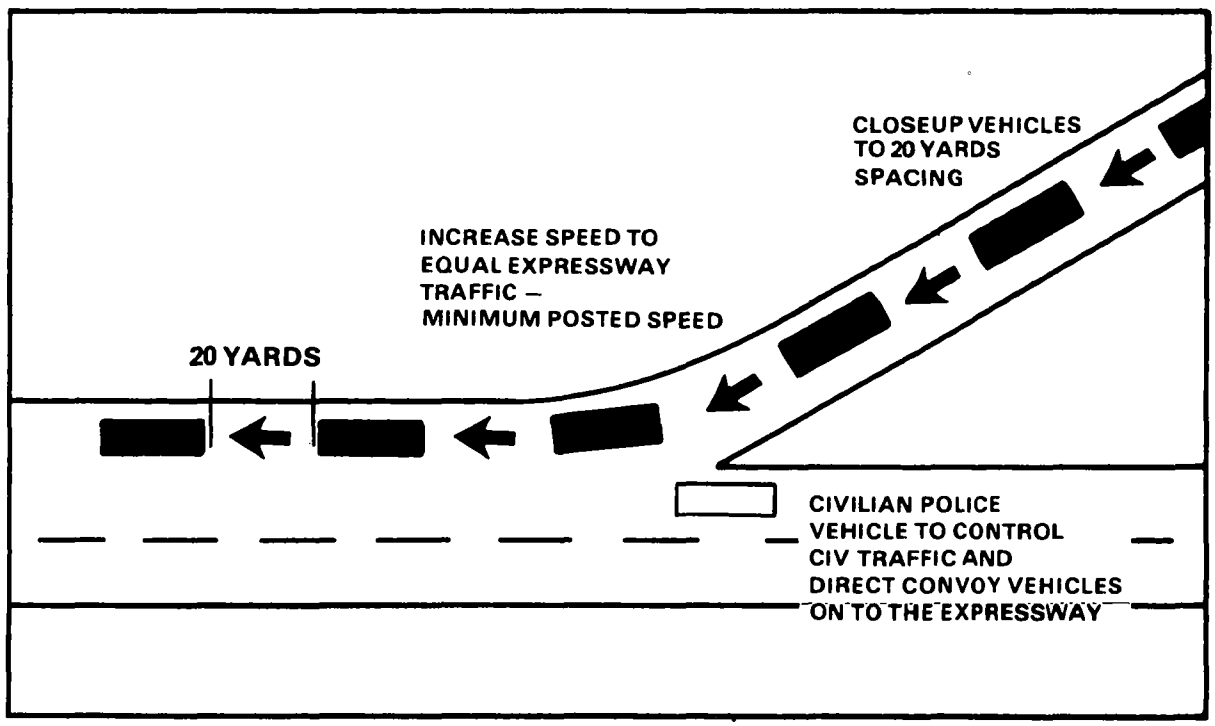
ENTERING CONVOY ROUTES
(Continued)

access highways will maintain the posted **minimum** speed or 40 miles (64.5 km) per hour if a minimum speed is **not** posted. Vehicles which cannot maintain the posted **minimum** speed will be routed over an alternate noncontrolled access road (refer to AR 55-162). Do not exceed the minimum speed unless directed by the convoy commander. Under no circumstances will the posted maximum speed limit be exceeded.

- Before moving into the traffic lane, the driver must make sure that no approaching vehicles are too close to permit safe entry into the lane.

After entering the traffic lane, vehicle drivers should not immediately attempt to move to the prescribed distance for expressway convoy operations, but continue for a distance equal to the road space of the column. Drivers should then gradually attain the distance between vehicles for expressway driving, or as given by the operation order and the final briefing.

CONVOY ENTERING EXPRESSWAY



DRIVING ON EXPRESSWAYS

Insure that all vehicles remain in the right lane after the convoy has entered the expressway. Where the right lane is reserved for traffic turning off at the next exit ramp, the convoy should use the next adjacent lane. Drivers must be alert and prepared to slow down or take other evasive action to avoid vehicles entering the expressway from acceleration lanes.

After the first indication that his vehicle is developing mechanical trouble, the driver should leave the traffic lane using previously established safety procedures and move into a parking area or onto the shoulder. The remaining convoy vehicles should continue past the halted vehicle, leaving maintenance assistance to be done by the trail party.

To avoid drowsiness or "highway hypnosis," encourage drivers to drive with the cab window open, shift body position, and get out of the cab and move about at rest halts.

Instruct convoy vehicle drivers NOT to give "clearance signals" to civilian vehicle operators. Responsibility to determine safe passing conditions rests with the driver desiring to pass.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS

Schedule rest halts so that the convoy will halt for 15 minutes at the end of the first hour of operation and 10 minutes every 2 hours thereafter. You can make minor adjustments to this schedule when a suitable area is not available at these time periods. On conventional highways with adequate off-shoulder parking space, rest and meal halts normally do not present a problem. However, the following precautions must be taken:

- Do not select for rest halts urban or heavily populated areas.
- Avoid areas on curves or reverse sides of hills.
- Leave enough room to allow the vehicles to park off the paved portion of the road and return to the road safely.
- Maintain a minimum distance of 3 feet (0.91 m) between parked vehicles.
- Place warning kit devices at the head and tail of the column unless the vehicles are completely off the highway and shoulder.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS
(Continued)

Leave the flashing warning lights in operation and the headlights on. Post a guard behind the trail party with proper warning devices to alert, but not direct, approaching traffic.

- Do not permit convoy personnel, with the exception of guards posted at the head and tail of each halted march element, on the traffic side of vehicles, except to perform prescribed maintenance.

- Make sure drivers and assistant drivers perform prescribed at-halt maintenance and check the security of cargo. Deficiencies that cannot be corrected by the vehicle crew should be reported to the serial commander.

- Check drivers for illness and fatigue.

- Post guards at least 50 yards (45.7m) behind the last vehicle to warn traffic when departing a rest area. When police support is provided, this guard may not be required. Convoy vehicles should return to the highway as rapidly and safely as possible.

REST AND MEAL HALTS ON EXPRESSWAYS

Information on the location of rest areas and their truck parking capacities on expressways over which the convoy will move is available at your installation transportation office. The designated Federal or State rest areas planned for convoy use should be entered in item 20 of DD Form 1265, Request for Convoy Clearance.

Only emergency stopping is authorized on expressways. Official rest areas may be used for scheduled halts of military convoys. On most expressways, these areas are located at 25- to 30-mile intervals. Normally, separate parking areas within the rest area are designated for truck and passenger car parking. Use the portion reserved for trucks. Insure that there is space for other vehicles; convoy vehicles should not occupy more than 50 percent of the truck parking space at any time. If the number of trucks in a convoy will exceed 50 percent of the truck parking area, organize the column into serials. Maintain a sufficient time gap between serials to allow one to clear a rest area before the following serial arrives. Or you may schedule convoy serials into different rest areas; however, this separates serials to such an extent that control is reduced.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS
(Continued)

Normally, acceleration lanes are provided at rest halt areas to facilitate the merging of departing vehicles with other traffic. Use the same techniques when departing a rest area as when making an initial entry to an expressway.

Meal halts on expressways require careful planning because of their longer duration. If the selected rest area cannot accommodate all convoy vehicles, you have a choice of four actions:

- Phase the convoy into a rest area in serials with enough time gap so as to allow the preceding serial to eat and clear before the arrival of the following serial.
- Have all serials halt at approximately the same time but at different rest areas. However, this will necessitate excessive gaps between elements, thus reducing the commander's control.
- Use the leapfrog method by requiring the first serial to halt at a rest area while the second serial continues on to the next area, usually 25 to 30 miles ahead. By the time the first serial has completed its halt and arrived at the area where the second serial stopped, the second serial will be ready at this time to join the column.
- Depart from the expressway and use a previously selected area. This would allow all the personnel to make a meal halt at the same time.

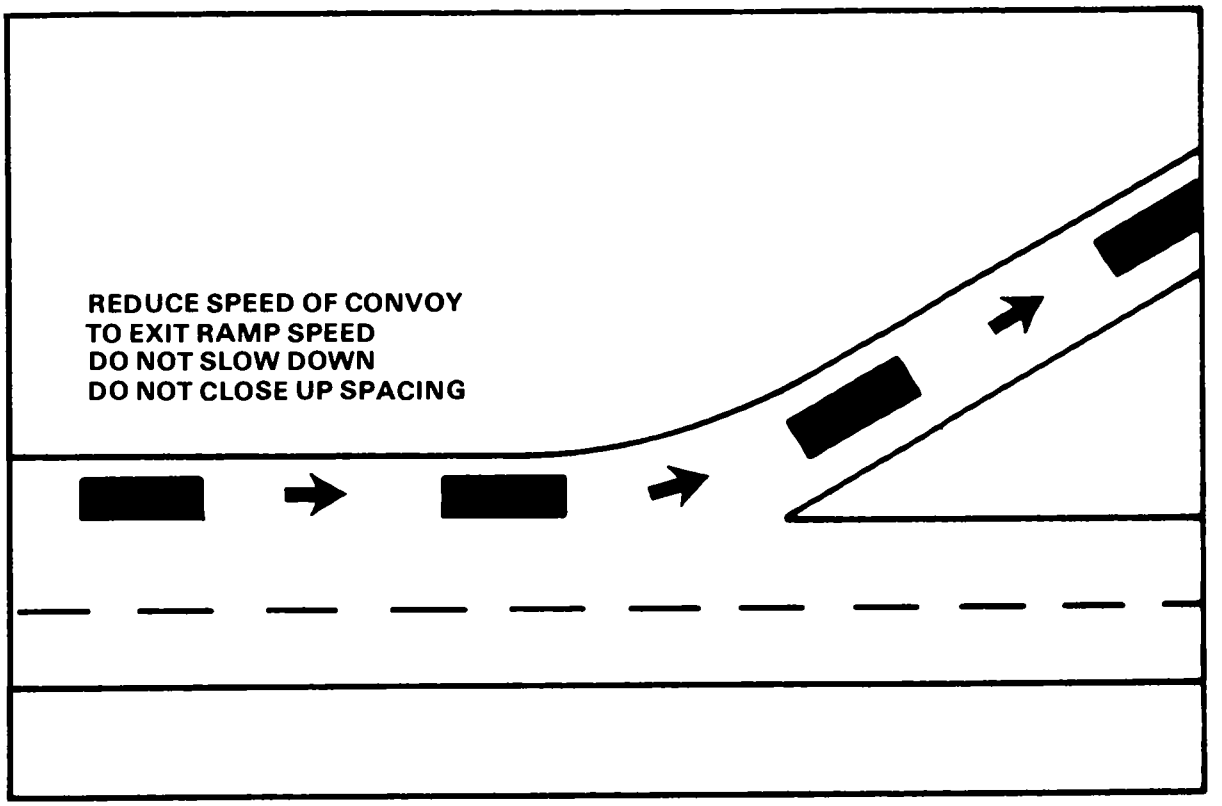
REFUELING HALTS

The majority of military vehicles can travel 300 miles without refueling. Since this exceeds the distance a convoy normally travels in 1 day, arrangements for mass refueling before reaching the overnight halt are unnecessary. Refuel those vehicles with limited range during the noon meal halt.

EXITING AN EXPRESSWAY

To exit an expressway, either to enter a rest area or to take another route, move vehicles to the deceleration lane at the earliest opportunity and reduce speed to the exit ramp speed limit. Vehicles must not slow down or close up while in a traffic lane of the expressway.

EXITING AN EXPRESSWAY
(Continued)



TOLL ROADS, BRIDGES, AND TUNNELS

Assign a convoy representative to clear the convoy at the initial entrance to toll facilities and any intermediate points where tolls are collected. When possible, obtain toll tickets before the convoy departs from its point of origin. When this is not feasible, the convoy representative should arrive at the toll facility entrance sufficiently in advance to purchase tickets and arrange for the uninterrupted movement of the convoy through the toll facility.

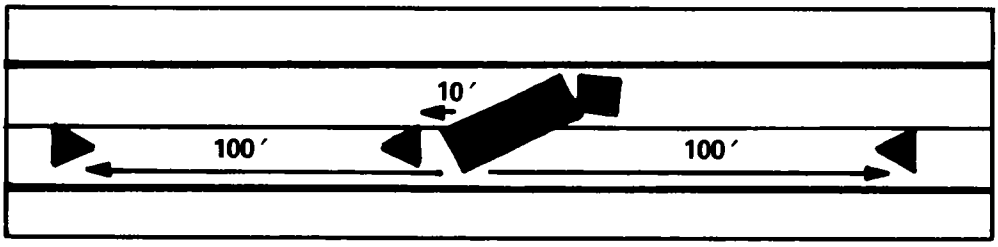
HALTS DUE TO MECHANICAL FAILURE

A vehicle disabled because of mechanical failure should immediately be moved from the traffic lane to a location where it will not be a hazard to other traffic. If a breakdown occurs while on an expressway or highway, the driver should perform the following actions immediately:

HALTS DUE TO MECHANICAL FAILURE
(Continued)

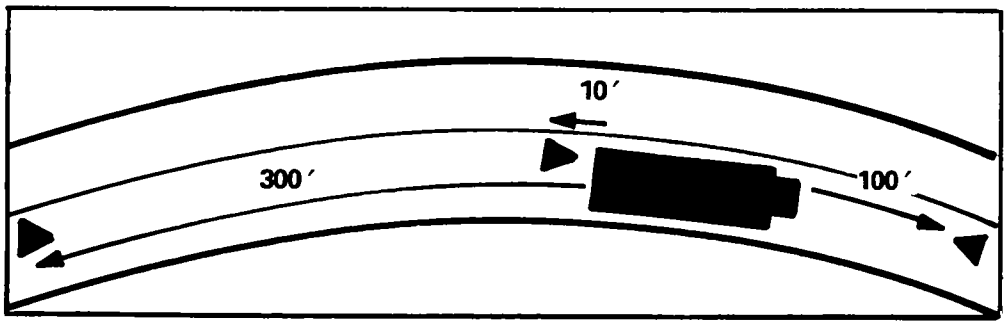
- During the time that lights are required (sunset to sunrise) and when forward visibility is reduced to 500 feet (152.3m) or less, place a reflector either in the obstructed lane or on the shoulder of the road if the vehicle is on or over the shoulder. Place the reflector to face the traffic using that lane. Do this before any attempt is made to repair the vehicle. Place reflectors in the following order:
- One reflector in the center of the lane of traffic occuppied by the vehicle and not less than 40 paces (approximately 100 feet) from it in the direction of traffic approaching in that lane. If the vehicle is on or over the shoulder and does not occupy a traffic lane, the warning device should be placed on the edge of the roadway so that the traffic lane is not blocked.
- One reflector on the traffic side of the vehicle, four paces (approximately 10 feet) to its rear facing the traffic in that lane.
- One reflector 40 paces from the vehicle in the opposite direction.

WRONG LANE



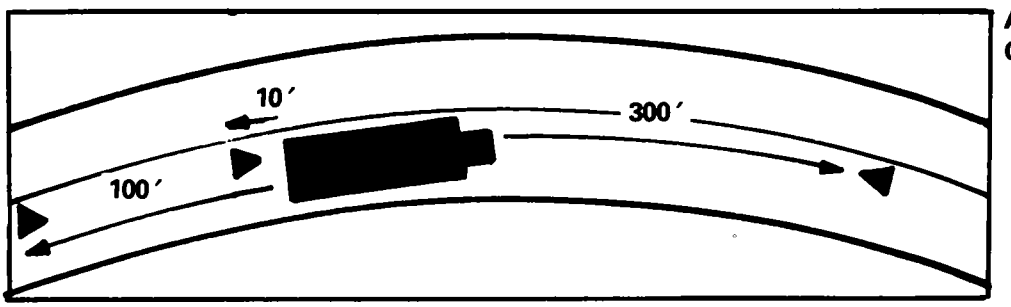
- If the vehicle is stopped within 300 feet (91.4 m) of a curve, crest of a hill, or other obstruction to view, the warning device in that direction should be placed so as to give ample warning to other users of the highway, but not less than 80 paces nor more than 120 paces from the vehicle.

BEYOND CURVE

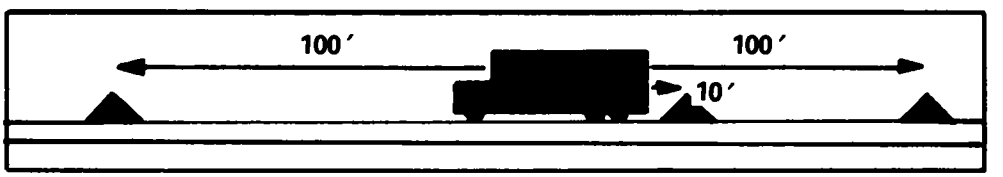


HALTS DUE TO MECHANICAL FAILURE
(Continued)

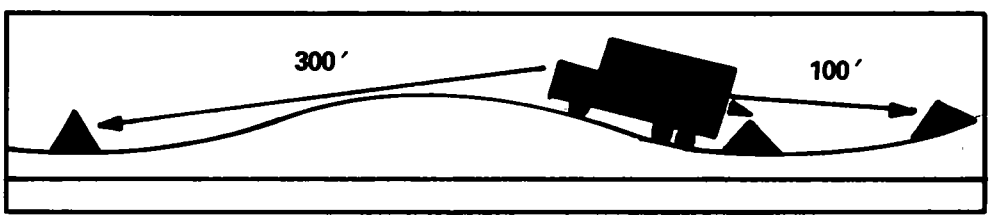
APPROACHING CURVE



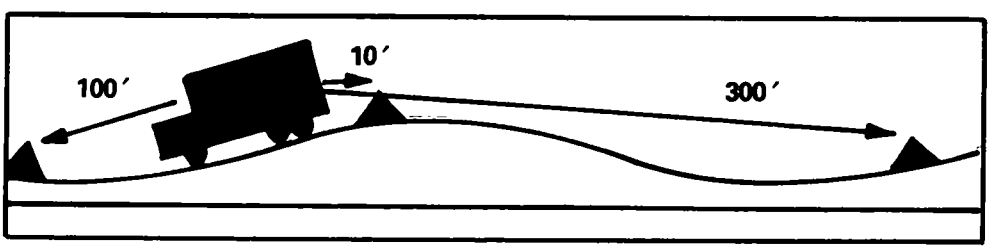
STRAIGHT AWAY



APPROACHING HILL TOP



OVER THE HILL



- During the time lights are not required (normally sunrise to sunset), place red flags or reflectors with mounted flags at the distances prescribed for night. Since most warning kits contain only two flags, the reflector placed 10 feet (3m) behind the vehicle will not have a flag mounted on it. DO NOT use military personnel to warn drivers by manual flagging, except where emergency warning devices do not give adequate warning to civilian traffic.

ACCIDENT PROCEDURES

Accidents are a fact of life with motor vehicles. When they happen, you should make every effort to minimize the effects of it and keep the convoy moving. If an accident happens in your convoy:

- **Keep moving.** Only the vehicle immediately behind the vehicle should stop and render assistance.
- **Clear the traffic lane.** The crew of the affected vehicle should make every effort to clear the traffic lane as soon as possible. In case of injuries, the crew of the assisting vehicle may be required to move the damaged vehicle.
- **Give first aid.** Any injuries should be given immediate attention in accordance with FM 21-11, First Aid for Soldiers.
- **Wait for assistance.** The damaged vehicle should not be moved until an accident investigation has been completed by the civilian police. Any accident **must** be reported to the civilian police in accordance with AR 385-40.

The first officer or noncommissioned officer to arrive at the scene of the accident will take charge by supervising emergency aid, directing military traffic, warning civilian traffic, and directing the placement of warning devices until the trail officer arrives. The trail officer, aided by available medical and maintenance personnel, will supervise and direct care of the injured and disposition of the damaged vehicles. Further assistance needed should be requested from the agencies listed in the convoy operation order.

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD

Motor convoys travel mostly over highways in rural areas. There the fire departments are widely scattered, and firefighting personnel may have to travel a long distance to respond to an emergency. This means that convoy control personnel will probably be the first to arrive at the scene of the accident and must be prepared to rescue endangered personnel, attempt to control the fire, or take steps to prevent a fire.

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD (Continued)

Convoy supervisory personnel will:

If the accident results in a vehicle fire:

- **Halt the control vehicle a safe distance from the fire** and direct the driver or other convoy personnel to notify the nearest fire department and police department, using the most expeditious means, for example, roadside emergency, service station, or private residence telephone. If radio communication is available, notify the convoy commander.
- **Remove injured personnel from burning vehicles** as quickly as possible, even when it means subjecting a person to further injury. Follow established first aid procedures in caring for the injured before attempting to control fire in unoccupied vehicles.
- **Keep spectators at a safe distance.**
- **Attempt to extinguish the fire with the control vehicle extinguisher,** extinguishers from other vehicles, or with sand or mud.

If the accident results in a fire hazard:

- **Halt the control vehicle a safe distance from the accident** and direct the driver or other convoy personnel to **notify police and fire departments** by the fastest means. When radio communication is available, notify the convoy commander.
- **Turn off ignition and lights of vehicles involved.** Because of the possibility of sparks, do not remove battery cables unless absolutely necessary.
- **Remove injured personnel as soon as possible.**
- **Keep spectators away from the area** where flammable liquids are spilled or toxic fumes have accumulated.
- **Guard against smoking** by spectators or cigarettes thrown from passing vehicles. If personnel are available, post guards to warn passing vehicle drivers of a fire hazard.
- **Notify nearby residents when spillage may place them in danger.**

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD

(Continued)

If the accident involves high-tension power lines.

- An extremely dangerous situation exists when an accident involves high-tension power lines. The danger is even greater when the downed lines are touching a vehicle. Convoy supervisory personnel will:
- **Contact police immediately** to explain the situation. The police will be able to contact power company personnel for emergency assistance more quickly than convoy personnel.
- Keep spectators at least 100 feet (30m) from downed wires.
- If wires are touching any of the vehicles involved, direct the occupants to remain in place until power company workers can cut off the electricity and remove the wires.
- In case of serious injury where death may be imminent unless rescue is effected, an attempt must be made to remove the wires, assist the injured from the vehicle, render first aid, and obtain medical assistance.

CAUTION

The following procedures are NOT routine and should be considered only when death may otherwise result.

- Remove the wire from the vehicle by looping a completely dry fiber or cotton rope around it and pulling it free.
- Lift the wire from the vehicle using a **completely dry** seasoned wooden pole.
- Rescue personnel must be aware that the ground in the immediate vicinity of where a hot wire is touching may be charged and should be avoided. Risk of electrical shock can be reduced greatly by standing on a rubber vehicle floor mat, dry wooden planking, or other nonconductive material.

CONVOY COMMANDER'S EN-ROUTE REPORT TO CLEARANCE AUTHORITY

Advise the clearance authority (next higher headquarters or ITO) of the position of the convoy at the close of the operating day and at the time of arrival at final destination. If the convoy requires more than 1 day, the report should contain as a minimum:

- Time of arrival at overnight stop.

CONVOY COMMANDER'S EN-ROUTE REPORT TO CLEARANCE AUTHORITY (Continued)

- Estimated time of arrival at state lines on the following day.
- Complete details and circumstances of any accident or incident.
- Highway clearance number and convoy commander's name.

APPENDIX A

REFERENCES

ARMY REGULATIONS (AR):

55-29	Military Convoy Operations in CONUS
55-162	Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States
55-355	Military Traffic Management Regulation
190-5	Motor Vehicle Traffic Supervision
385-40	Accident Reporting and Records
385-55	Prevention of Motor Vehicle Accidents
600-55	Motor Vehicle DriverSelection, Testing, and Licensing

DEPARTMENT OF DEFENSE (DOD) REGULATION:

4500.32-R	Military Standard Transportation and Movement Procedures

FIELD MANUALS (FM):

5-36	Route Reconnaissance and Classification
8-35	Evacuation of the Sick and Wounded
19-25	Military Police Traffic Operations
20-22	Vehicle Recovery Operations
21-11	First Aid for Soldiers
21-26	Map Reading
21-30	Military Symbols
21-60	Visual Signals
21-305	Manual for the Wheeled Vehicle Driver
55-15	Transportation Reference Data
55-30	Army Motor Transport Operations

TECHNICAL MANUALS (TM):

9-500	Data Sheets for Ordnance Type Materiel
21-301	Driver Selection, Training, and Supervision; Tracked Vehicles
38-750	The Army Maintenance Management System (TAMMS)

TECHNICAL BULLETINS (TB):

55-46-1	Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment
55-46-2	Standard Transportability Characteristics (Dimensions, Weight, and Cube) for Military Vehicles and Equipment

DEPARTMENT OF ARMY FORMS (DA)

285	US Army Accident Investigation Report

DEPARTMENT OF DEFENSE FORMS (DD)

1265	Request for Convoy Clearance
1266	Request for Special Hauling Permit
1384	Transportation Control and Movement Document

STANDARD FORMS (SF)

91	Operator Report on Motor Vehicle Accidents

APPENDIX B

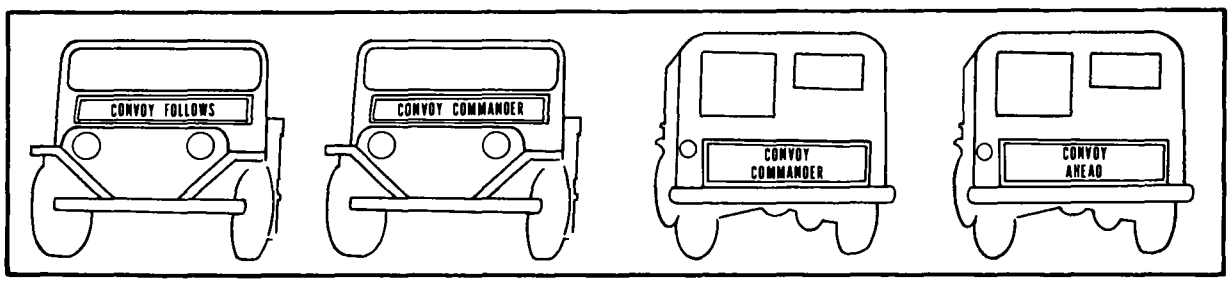
SPECIFICATIONS FOR CONVOY WARNING SIGNS

SCOPE

Specifications for convoy signs which will be highly visible to approaching vehicle operators both day and night (AR 55-29).

DESIGN

1. Signs reading "CONVOY FOLLOWS" and "CONVOY COMMANDER" will be 8 x 50 inches with a 3/8-inch-wide border inserted 3/8 inch from sign edge.
2. The legend will be 4 inches high.
3. Signs reading "CONVOY AHEAD" and "CONVOY COMMANDER" will be 16 x 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign edge.
4. The legend will be 5 inches high.



COLOR AND MATERIAL

1. Signs of both sizes shall have the same color combination.
2. Background will be yellow reflex-reflective sheeting meeting Federal Specification LS-300A- type 1, class 2 or 3, reflectivity l, color j or reflective paint, which will meet General Services Administration (GSA) schedules listed under class 8010.
3. Legend and sign border shall be black nonreflective material with opaque inks compatible with base material.
4. Yellow reflex-reflective sheeting will meet the requirements of Federal Specification LS-300A, except the minimum reflective intensity values shall be as follows:

INCIDENCE (DEGREE) ANGLE	DIVERGENCE ANGLE	MINIMUM REFLECTIVE INTENSITY VALUES YELLOW
-4	0.2	50
+30	0.2	22
+50	0.2	3.5
-4	0.5	25
+30	0.5	13
+50	0.5	2.0
-4	2.0	5.0
+30	2.0	2.5
+50	2.0	0.7

CONSTRUCTION

Finished sign may be applied to any of the following by heat-activated or pressure-sensitive adhesive:

Unpainted aluminum .064 gage.

Exterior grade plywood (US Commercial Standard CS 44-60).

Galvanized steel .064 gage.

APPENDIX C

MILITARY VEHICLE AXLE WEIGHT DISTRIBUTION FORMULAS AND PERCENTAGES

GENERAL

1. Vehicle weight scales are not always available to military field units prior to moving truck convoys over CONUS public highways. Therefore, loaded-vehicle axle weight-distribution formulas and percentages have been developed to help units prepare DD Forms 1265 and 1266 using estimated axle loads.

2. Formulas and percentages of maximum gross vehicle weight (GVW) are given for estimating the axle weight distribution for a loaded vehicle. Whenever possible, however, actual axle loads, obtained by weighing the loaded vehicle, should be used.

LIMITATIONS

1. The formulas can be used for any loaded cargo truck and tractor-semitrailer combination. However, to use them for determining vehicle axle load distribution, the following data must be available:

   a. Technical manuals (TM) or vehicle data sheet for particular cargo truck, tractor, and semitrailer.

   b. Weight of empty vehicle.

   c. Location of center of gravity (CG) for empty vehicle.

   d. Weight of payload.

   e. Horizontal CG location of load must be known or calculated. For a semitrailer, locate CG position of payload from centerline of front axle or kingpin.

   f. Other necessary dimensions, are obtained from vehicle TM or data sheet.

NOTE **If these data are not available, the formula method cannot be used.**

2. The percentage of gross vehicle weight distribution on each axle was determined for cargo trucks by assuming the CG of the payload to be on the centerline of the rear axle or bogie. By varying the location of the payload CG forward and aft of the centerline in 6-inch increments over a distance of ± 36 inches, each axle-load percentage varied approximately 1.5 percent of each increment. Payloads were assumed to be placed on semitrailers in proper position for the vehicles that were checked. The CG of the payload was varied forward and aft in 6-inch increments over a distance of ± 42 inches. Each axle load percentage varied approximately 1 percent for each increment. In each case the payload was assumed to have the CG at the midpoint.

3. Both the formula and percentage methods for determining the vehicle axle-load distribution have been validated. Analyses were conducted, using maximum highway and cross-country payloads, with 1-1/4-, 2-1/2-, 5-, and 10-ton military cargo trucks and 5- and 6-axle tractor-semitrailer combinations.

PROCEDURE

1. To use the formulas for determining axle load distribution:
   a. Obtain required distances and weights, using appropriate formulas shown for type of vehicle.
   b. Substitute data for applicable symbols in formula and perform indicated operations.
   c. Record each weight.
2. To use the percentages for determining axle weight distribution:
   a. Determine gross vehicle weight.
   b. Choose applicable percentages from the table for type of vehicle, number of axles, and highway or cross-country payload.
   c. Multiply GVW by each percentage to determine various axle weight distributions.
   d. Record each weight.

EXAMPLE

3. As an example of the percentage method, it has been determined that the GVW for an M123/M172A1 tractor-semitrailer combination is 96,500 pounds. Since this is a five-axle vehicle, choose the percentages from table C-1 for this type of axle combination. Multiply the GVW by 14 percent to find the front axle weight distribution. Multiply the GVW by 21 percent to determine the weight distribution on each of the second and third axles. Multiply the GVW by 22 percent to determine the weight distribution on each of the fourth and fifth axles. Record each axle weight distribution as determined.

GVW for M123/M172A1 = 96,500 lbs

GVW = 96,500 lbs × 14% = 13,510 lbs Front axle wt distribution

GVW = 96,500 lbs × 21% = 20,265 lbs 2d and 3d axle wt distribution

GVW = 96,500 lbs × 22% = 21,230 lbs 4th and 5th axle wt distribution

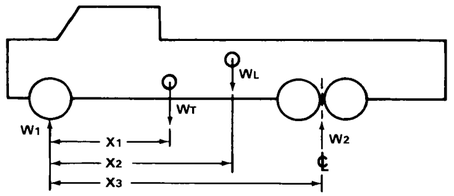
PERCENTAGES FOR AXLE WEIGHT DISTRIBUTION

Number of Axles per Vehicle	Type of Vehicle	Payload		Axle 1	Axle 2	Axle 3	Axle 4	Axle 5	Axle 6
		Highway	Cross-Country						
3	1-1/4-ton	X		38	31	31			
	2-1/2-ton	X		25	38	37			
	2-1/2-ton		X	32	34	34			
	5-ton	X		20	40	40			
	5-ton		X	26	37	37			
	10-ton	X		20	40	40			
	10-ton		X	24	38	38			
5	Semi-trailer			14	21	21	22	22	
6	Semi-trailer			8	22	22	16	16	16

LEGEND

W_1 = wt on axle 1 W_2 = wt on axle 2 W_T = wt of trailer W_K = wt on king pin W_{TR} = wt on truck W_L = wt of load

CARGO TRUCK



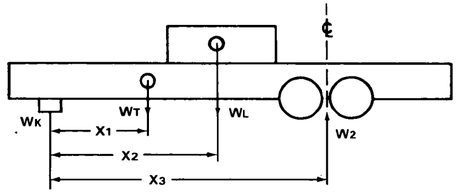
To find the axle weight distribution on the bogie:

$$\frac{W_2 = W_T (X_1) + W_L (X_2)}{X_3}$$

When vehicle has a bogie axle, divide W_2 by 2 to find the axle weight distribution for each axle.

$$W_1 = W_T + W_L - W_2$$

SEMITRAILER



To find the axle weight distribution on the bogie:

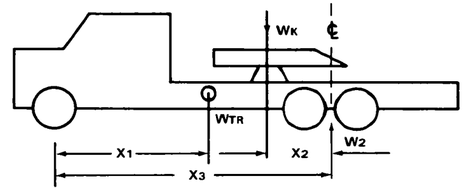
$$\frac{W_2 = W_T (X_1) + W_L (X_2)}{X_3}$$

Divide W_2 by the number of axles to find axle weight distribution for each axle.

$$W_K - W_T + W_L - W_2$$

NOTE: Apply W_K to tractor-truck formulas.

TRUCK TRACTOR



To find the axle-weight distribution on the bogie:

$$\frac{W_2 = WT_R (X_1) + W_K (X_3 - X_2)}{X_3}$$

Divide W2 by 2 to find axle weight distribution for axles 2 and 3.

To find axle weight distribution on the front axle:

$$W_1 = WT_R + W_K - W_2$$

APPENDIX D

REQUEST FOR CONVOY CLEARANCE (DD FORM 1265)

BLOCK #1: Organization requesting convoy clearance

#2: Organization's home station.

#3: Self-explanatory.

#4: a, b Personnel to accompany convoy.

#5: Convoy's point of departure.

#6: Convoy's destination.

#7: a, b Estimated TIME-DATE group; departure/ arrival.

#8: Estimated miles to be covered in the hour.

#9: Quantity, model numbers, and descriptions of all prime movers and towed equipment within the convoy.

#10: Total number of prime movers entered in BLOCK 9.

#11: Total number of vehicles, including towed equipment, which exceed the maximum height, width, length, or weight restrictions as established by laws in states through which the convoy will move.

#12: a, b, and #13 a, b See page 1-7 "Convoy Organization Planning" for recommendations.

#14: All interstates, US highways, state roads, and streets to be traversed during convoy movement, including routes utilized to and from rest areas, fuel stops, and remain overnight (RON) sites. Entries made in chronological order of convoy route.

FRONT SIDE

REQUEST FOR CONVOY CLEARANCE

DATE: 1 May 1979

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. CONVOY COMMANDER
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	John J. Jones 1LT, TC

4. PERSONNEL STRENGTH		5. POINT OF ORIGIN	6. DESTINATION
a. OFFICER	b. ENLISTED		
1	47	Fort Eustis, Virginia	Fort A. P. Hill, Virginia

7. DATE AND TIME	7a. DEPARTURE	7b. ARRIVAL	8. RATE OF MARCH
	15 0700 May 79	15 1002 May 79	40 MIH

SECTION II - CONVOY COMPOSITION

9. NUMBER OF EACH TYPE OF VEHICLS AND DESCRIPTION (Include towed equipment)

1 1/4-ton, Truck, Utility
20 5-ton, Tractor W/19 Stake and Platform Semitrailers (1 Bobtail)
1 5-ton Wrecker

10. TOTAL NUMBER OF VEHICLES	11. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	12a. NO. OF ESRIALS	12b. TIME INTERVAL	13a. NO. OF MARCH UNITS	13b. TIME INTERVAL
22	21	1	N/A	2	2 min.

SECTION III - ROUTE DATA

14. PROPOSED ROUTING (Indicate US Routes, State Routes, etc.)

Interstate 64, State Route 168, State Route 33, Interstate 64, Interstate 95, State Route 207, U. S. 301 to Fort A. P. Hill

16. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES (Continue on a separate sheet if additional space is required)

LOCATION	ETA	DATE	ETD	DATE
I-64	0700		0705	15 May 79
Rt #168	0732		0737	
15 min-Rest Halt. Rt #33	0754		0814	
I-64	0835		0840	
I-95	0859		0904	
207-301	0957		1002	

SECTION IV - LOGISTICAL DATA

16. BRIEF GENERAL DESCRIPTION OF CARGO (Brief general description, i. e., organizational impedimenta, etc.) (Within security limitations)

Class I (packaged rations)

DD FORM 1 JAN 66 1265

#15: Programed convoy routes through possible congestion area (detailed accuracy required). All estimated times of departure (ETD) are times at which the last vehicle in the convoy will pass the specified location.

All estimated times of arrival (ETA) are times at which the first vehicle in the convoy will arrive at the specified location.

The first entry is the ETD from the point of origin; no ETA is required.

The last entry is the destination with both ETA of the first vehicle and the ETD of the last vehicle.

All times are expressed in LOCAL time unless the convoy will cross a time zone, in which case the time zone is also indicated for each time (EST, CST, MST).

#16: Type of cargo transported.

REVERSE SIDE OF DD FORM 1265

17. ARE EXPLOSIVES TO BE TRANSPORTED? ☐ YES ☐ NO *(If YES, describe below)*

CLASS	AMOUNT	DESCRIPTION	VEHICLES TO BE USED	
			NO.	TYPE
		N/A		

18. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALLY *(Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)*

N/A

19. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? ☐ YES ☐ NO *(If YES, complete the following) (Use separate sheet if additional space is required)*

DATE	INSTALLATION	GAS (gals)	OIL (gals)	RATIONS	BILLETS	OTHER
	N/A					

20. REMARKS

ETA is the time the first vehicle clears the referenced point.

ETD is the time the last vehicle clears the referenced point.

21. REQUESTING AGENCY		22. APPROVING AGENCY	
508th Trans Co (Mdm Trk)			
23. REQUESTED BY *(Typed name, grade and title)*		24. APPROVED BY *(Typed name, grade and title)*	
CHARLES C. CHESTNUT			
25. DATE	26. SIGNATURE	27. DATE	28. SIGNATURE
1 May 1979			

INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.

PREPARATION OF DD FORM 1265 REVERSE SIDE

#17: CHECK appropriate BLOCK; if "YES" box is checked, complete description section; otherwise, enter N/A.

#18: If the "NO" box is checked in block 17, enter N/A. If the "YES" box is checked in block 17, enter appropriate explanation.

#19: Check appropriate block. As directed by local command.

#20: As directed by local command.

#21-26: Self-explanatory.

APPENDIX E

REQUEST FOR SPECIAL HAULING PERMIT (DD FORM 1266)

PREPARATION OF DD FORM 1266

 # 1: Organization requesting special hauling permit.

 # 2: Organization's home station.

 # 3: Estimated TIME-DATE group; starting/completion.

 # 4: Vehicles' point of movement origin.

 # 5: Vehicles' destination.

 # 6: Estimate time of arrival at state lines.

 # 7: Enter all interstates, US highways, state roads, and streets to be traversed during vehicles' movement, including routes utilized to and from rest areas, fuel stops, and RON sites. Entries made in chronological order of vehicles' route.

 # 8: As required.

 # 9: (a) Model number of equipment in the appropriate category.

(b) TONNAGE classification as per TB 55-46-1.

(c) A separate DD Form 1266 must be prepared for each type of equipment and/or load; two identical pieces of equipment with different loads must have different DD Form 1266's.

REQUEST FOR SPECIAL HAULING PERMIT — DATE: 1 May 1979

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 1979	1002 15 May 1979

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort A. P. Hill

6. ARRIVAL AT STATE LINES DATE	TIME	STATE LINE	7. ROUTING (Stipulate US Routes, State Routes, etc.)
N/A			I-64, Va. 168, Va. 33, I-64, I-95, Va. 207, US 301

8. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	5-ton	19	list attached	103.5in	98.3in	273 in	(Empty) 18996
C. TRAILER							(Empty)
D. SEMI-TRAILER	12-ton	19	list attached	60.5	97.3	345.5	(Empty) 14240
E. OTHER (Specify)							(Empty)
10. LOAD							20,000
11. OVERALL (Vehicle and load)				103.5	98.3	554	(Gross) 53,236

12. DESCRIPTION OF LOAD (Brief general description: Organization impedimenta, etc.) (Within security limitations)

Load consists of packaged Class I.
Load does not exceed cargo body dimensions.

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE

DD FORM 1 JAN 66 1266

#9 (Continued)

(d) Equipment USA number. If form is being utilized for more than one piece of identical equipment and identical load, enter "SEE BLOCK 12" in block 9d and enter the appropriate USA numbers for the equipment in block 12.

(e-h) As specified in TB 55-46-1.

#10: (a) If no load, enter NONE; if a load, describe in Block 12.

(e-h) Enter physical dimensions of load using units of inches and pounds.

#11: (e) To compute overall height, select the appropriate method below. All entries are in units of inches.

(1) Only prime movers without towed equipment or loadsenter the results of blocks 9A (e)-(h), 9B (e)-(h), or 9E (e)-(h) in blocks 11 (e)-(h).

(2) If entries were made in blocks 9 C, D, and/or 10, the overall height must be computed as follows:

Add the load height to the bed (loading surface) of the truck or trailer, as appropriate. If this summation is greater than the prime mover or trailer overall height, enter the summation in block 11(e). If the summation is less than the prime mover or trailer height, enter the greater overall height of the prime mover or trailer, as appropriate.

(f) The overall width will be the greater of the prime mover or trailer width unless the load width in block 10(f) is greater. If 10(f) is greater, enter in block 11(f) and enter the amount of overhang in blocks 13c and d. All entries are in inches.

(g) Overall length is the combined length of the prime mover and trailer, if appropriate, plus any cargo overhang. The overall length is **not** the summation of blocks 9B and 9D, because the coupling overhang must be subtracted. The amount of coupling overhang may be determined by reference to the appropriate TM or by subtracting the distance from the center of the fifth wheel to the rear extremity of the tractor, plus the distance from the center of the kingpin to the forward extremity of the semitrailer from the combined overall length of the tractor plus the semitrailer. All entries are in inches.

(h) Summation of the prime mover plus trailer, plus cargo, as appropriate. All entries are in inches.

#12: Appropriate remarks.

#13: a-d "N/A" or amount of load overhang in inches.

#14: Number of appropriate axles.

#15: Total number of tires per axle.

#16: Width of tire times total number of tires per axle.

#17: Tire size.

#18: Determined by obtaining actual weight of each individual axle. If scales are not available, see appendix C for method of estimating weights.

Block 18i is obtained from block 11(h). Multiply the total weight in block 18i by the percentage factor above, divide if required, and round as appropriate.

The sum of blocks 18a-h must equal block 18i.

#19: If no load, enter N/A in blocks 19a-i.

If loaded, utilize procedure in step 18, above, substituting the weight in block 19i which is obtained by adding the load weight to the weight in block 18i.

#20: Spacing is determined by measuring the distance from the first axle to the center of the second axle for block 20A, from the center of the second axle to the center of the third axle for block 20B, etc.

#21&22: As per load policy.

#23-28: Self-explanatory.

NOTE:
Only identical vehicles with loads of uniform weight and dimensions may be listed on the same DD Form 1266.

14. NUMBER OF AXLES	(1) A	(2) B	C	D	E	F	G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				
16. TIRE WIDTH (Inches)	20	20	20	20	20				
17. TIRE SIZES	1100	1100	1100	1100	1100				
18. AXLE LOAD (Empty)	6332	9892	9892	3560	3560				
19. AXLE LOAD (Loaded)	6332	14892	14892	8560	8560				

20. AXLE SPACING (See Item 18 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING
	140 in.	54 in.	269 in	45 in.			

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY (Typed name, grade and title)**
CHARLES C. CHESNUT	
27. DATE / **28. SIGNATURE**	**29. DATE** / **30. SIGNATURE**
1 May 79 / Charles C. Chesnut	

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

NOTE:
THE FOLLOWING 12 PAGES ARE EXAMPLES OF FORM 1266 THAT HAVE BEEN COMPLETED.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 198X

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198X

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE
15 May 8X	1308	Va/Md
15 May 8X	1440	Md/Pa
16 May 8X	1145	Pa/NY

7. ROUTING (Stipulate US Routes, State Routes, etc.)

IS 64, Va 168, VA 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	5-ton	30	See Item 12	103.5	98.3	158.3	(Empty) 18,560
C. TRAILER							(Empty)
D. SEMI-TRAILER	12-ton	30	See Item 12	108.3	97.3	348.5	(Empty) 14,240
E. OTHER (Specify)							(Empty)
10. LOAD							
11. OVERALL (Vehicle and load)				108.3	98.3	526	(Gross) 32,800

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (Within security limitations)

Registration Numbers

Trac	Tlr	Trac	Tlr	Trac	Tlr
1A1111	5T6661	2B2221	5T7771	3D3331	5T8881
1A1112	5T6662	2B2222	5T7772	3D3332	5T8882
1A1113	5T6663	2B2223	5T7773	3D3333	5T8883
1A1114	5T6664	2B2224	5T7774	3D3334	5T8884
1A1115	5T6665	2B2225	5T7775	3D3335	5T8885
1A1116	5T6666	2B2226	5T7776	3D3336	5T8886
1A1117	5T6667	2B2227	5T7777	3D3337	5T8887
1A1118	5T6668	2B2228	5T7778	3D3338	5T8888
1A1119	5T6669	2B2229	5T7779	3D3339	5T8889
1A1120	5T6670	2B2230	5T7780	3D3340	5T8890

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	NA	NA	NA	NA

DD FORM 1 JAN 88 1266

14. NUMBER OF AXLES	(1) A	(2) B	○ C	○ D	○ E	○ F	○ G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				18
16. TIRE WIDTH (Inches)	11	11	11	11	11				
17. TIRE SIZES	1100x20	1100x20	1100x20	1100x20	1100x20				
18. AXLE LOAD (Empty)	8244	6958	6958	5320	5320				32,800
19. AXLE LOAD (Loaded)									

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING
	140	54	162	52			

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY** (Typed name, grade and title)
Charles C. Chestnut, Cpt, TC, Commanding	
27. DATE / **28. SIGNATURE**	**29. DATE** / **30. SIGNATURE**
1 May 8X	

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 79

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT a. STARTING	3. DATE OF MOVEMENT b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198x

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Ft Drum, New York

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE
15 May 8X	1308	Va/Md
15 May 8X	1440	Md/Pa
16 May 8X	1145	Pa/NY

7. ROUTING (Stipulate US Routes, State Routes, etc.)

IS 64, VA 168, Va 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	5-ton	8	See Item 12	103.5	98.3	158.3	(Empty) 18,560
C. TRAILER							(Empty)
D. SEMI-TRAILER	12-ton	8	See Item 12	108.3	97.3	348.5	(Empty) 14240
E. OTHER (Specify)							(Empty)
10. LOAD Orgn Impedimenta							5000
11. OVERALL (Vehicle and load)				108.3	98.3	526	(Gross) 37,800

12. DESCRIPTION OF LOAD (Brief general description: Organization impedimenta, etc.) (Within security limitations)

Organization impedimenta.

Trac	Tlr	Trac	Tlr
5E5551	5T9991	5E5555	5T9995
5E5552	5T9992	5E5556	5T9996
5E5553	5T9993	5E5557	5T9997
5E5554	5T9994	5E5558	5T9998

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	NA	NA	NA	NA

DD FORM 1 JAN 66 1266

14. NUMBER OF AXLES	(1) A	(2) B	◯ C	◯ D	◯ E	◯ F	◯ G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				18
16. TIRE WIDTH (Inches)	11	11	11	11	11				
17. TIRE SIZES	1100x20	1100x20	1100x20	1100x20	1100x20				
18. AXLE LOAD (Empty)	8244	6958	6958	5320	5320				32,800
19. AXLE LOAD (Loaded)	9044	8058	8058	6320	6320				37,800

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING
	140	54	162	52			

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY (Typed name, grade and title)**
Charles C. Chestnut, Cpt, TC, Commanding	

27. DATE	28. SIGNATURE	29. DATE	30. SIGNATURE
1 May 8X			

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 198X

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT	
		a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198X

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE
15 May 8X	1308	Va/Md
15 May 8X	1440	Md/Pa
16 May 8X	1145	Pa/NY

7. ROUTING (Stipulate US Routes, State Routes, etc.)

IS 64, Va 168, VA 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK	5-ton	2	4D4441 4D4442	103.5	98.3	258.3	(Empty) 18,560
B. TRUCK-TRACTOR							(Empty)
C. TRAILER							(Empty)
D. SEMI-TRAILER							(Empty)
E. OTHER (Specify)							(Empty)
10. LOAD							
11. OVERALL (Vehicle and load)				103.5	98.3	258.3	(Gross) 18,560

12. DESCRIPTION OF LOAD (Brief general description: Organization impedimenta, etc.) (Within security limitations)

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	NA	NA	NA	NA

DD FORM 1 JAN 66 1266

14. NUMBER OF AXLES	(1) A	(2) B	C	D	E	F	G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4						10
16. TIRE WIDTH (Inches)	11	11	11						
17. TIRE SIZES	1100x20	1100x20	1100x20						
18. AXLE LOAD (Empty)	8244	5158	5158						18,500
19. AXLE LOAD (Loaded)									

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING	
	140	54						

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY *(Typed name, grade and title)*	**26. APPROVED BY** *(Typed name, grade and title)*
Charles C. Chestnut, Cpt, TC, Commanding	
27. DATE / **28. SIGNATURE**	**29. DATE** / **30. SIGNATURE**
1 May 8X	

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement data. Total number of units shall be indicated prominantly.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 198X

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT	
		a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198X

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE
15 May 8X	1308	Va/Md
15 May 8X	1440	Md/Pa
16 May 8X	1145	Pa/NY

7. ROUTING (Stipulate US Routes, State Routes, etc.)

IS 64, Va 168, VA 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8. ESCORT REQUIREMENTS

None

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	5-ton	2	6F6661 6F6662	103.5	98.3	258.3	(Empty) 18,560
C. TRAILER							(Empty)
D. SEMI-TRAILER	5000-gal Tanker	2	6T9991 6T9992	107.6	96.8	382	(Empty) 12,400
E. OTHER (Specify)							(Empty)
10. LOAD				-	-	-	30,550
11. OVERALL (Vehicle and load)				107.6	98.3	544	(Gross) 61,510

12. DESCRIPTION OF LOAD (Brief general description: Organization impedimenta, etc.) (Within security limitations)

5,000 gallons gasoline each tanker.

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	NA	NA	NA	NA

DD FORM 1 JAN 66 1266

14. NUMBER OF AXLES	(1) A	(2) B	○ C	○ D	○ E	○ F	○ G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				18
16. TIRE WIDTH (Inches)	11	11	11	11	11				
17. TIRE SIZES	1100x20	1100x20	1100x20	1100x20	1100x20				
18. AXLE LOAD (Empty)	8244	6908	6908	4450	4450				30,960
19. AXLE LOAD (Loaded)	9842	13532	13532	12302	12302				61,510

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING	
	140	54	162	52				

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY (Typed name, grade and title)**
Charles C. Chestnut, Cpt, TC, Commanding	

27. DATE	28. SIGNATURE	29. DATE	30. SIGNATURE
1 May 8X			

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated

SPECIFIC:

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 198X

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT	
		a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198X

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

6. ARRIVAL AT STATE LINES

DATE	TIME	STATE LINE
15 May 8X	1308	Va/Md
15 May 8X	1440	Md/Pa
16 May 8X	1145	Pa/NY

7. ROUTING (Stipulate US Routes, State Routes, etc.)

IS 64, Va 168, Va 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8. ESCORT REQUIREMENTS

None

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK	5-ton	2	5W1221 5W2332	114	98	349	(Empty) 34,340
B. TRUCK-TRACTOR							(Empty)
C. TRAILER							(Empty)
D. SEMI-TRAILER							(Empty)
E. OTHER (Specify)							(Empty)
10. LOAD							
11. OVERALL (Vehicle and load)				114	98	349	(Gross) 34,340

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (Within security limitations)

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	NA	NA	NA	NA

DD FORM 1 JAN 88 1266

14. NUMBER OF AXLES	(1) A	(2) B	( ) C	( ) D	( ) E	( ) F	( ) G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4						10
16. TIRE WIDTH (Inches)	11	11	11						
17. TIRE SIZES	1100x20	1100x20	1100x20						
18. AXLE LOAD (Empty)	9,324	12,508	12,508						34,340
19. AXLE LOAD (Loaded)									

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING
	152	54					

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY (Typed name, grade and title)**
Charles C. Chestnut, Cpt, TC, Commanding	

27. DATE	28. SIGNATURE	29. DATE	30. SIGNATURE
1 May 8X			

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

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Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

REQUEST FOR SPECIAL HAULING PERMIT

DATE: 1 May 198X

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. DATE OF MOVEMENT	
		a. STARTING	b. COMPLETION
508th Trans Co (Mdm Trk)	Fort Eustis, Virginia 23604	0700 15 May 198X	1830 16 May 198X

4. POINT OF ORIGIN	5. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

6. ARRIVAL AT STATE LINES			7. ROUTING (Stipulate US Routes, State Routes, etc.)
DATE	TIME	STATE LINE	
15 May 8X	1308	Va/Md	IS 64, Va 168, Va 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11
15 May 8X	1440	Md/Pa	
16 May 8X	1145	Pa/NY	

8. ESCORT REQUIREMENTS

None

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	10-ton	1	9B9999	112	122	289	(Empty) 29,658
C. TRAILER							(Empty)
D. SEMI-TRAILER	25-ton	1	8T8888	66.5	115	418.5	(Empty) 16,286
E. OTHER (Specify)							(Empty)
10. LOAD				123	133	225.5	49,250
11. OVERALL (Vehicle and load)				158	133	648	(Gross) 95,194

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (Within security limitations)

13. LOAD OVERHANG	a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE
	None	None	9 inches	9 inches

DD FORM 1 JAN 68 1266

14. NUMBER OF AXLES	(1) A	(2) B	○ C	○ D	○ E	○ F	○ G		
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				18
16. TIRE WIDTH (Inches)	14	14	14	14	14				
17. TIRE SIZES	1400x24	1400x24	1400x24	1100x15	1100x15				
18. AXLE LOAD (Empty)	12,650	10,992	10,992	5,655	5,655				45,944
19. AXLE LOAD (Loaded)	15,230	20,943	20,943	19,039	19,039				95,194

20. AXLE SPACING (See Item 14 for identification)	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING	
	151	60	185	42				

21. REMARKS

22. MOVEMENT BY HIGHWAY IS ☐ ESSENTIAL TO NATIONAL DEFENSE ☒ IN THE INTEREST OF NATIONAL DEFENSE

23. REQUESTING AGENCY	24. APPROVING AGENCY
508th Trans Co (Mdm Trk)	
25. REQUESTED BY (Typed name, grade and title)	**26. APPROVED BY (Typed name, grade and title)**
Charles C. Chestnut, Cpt, TC, Commanding	
27. DATE / **28. SIGNATURE**	**29. DATE** / **30. SIGNATURE**
1 May 8X	

INSTRUCTIONS

GENERAL:

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APPENDIX F

LEGAL MAXIMUM DIMENSIONS AND WEIGHTS OF MOTOR VEHICLES COMPARED WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO) STANDARDS

LEGAL MAXIMUM DIMENSIONS AND WEIGHTS OF MOTOR VEHICLES COMPARED WITH AASHTO STANDARDS

Prepared by the American Association of State Highway and Transportation Officials

December 31, 1980

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Line	State or Province	Width inches[1]	Height ft.-in.	Length-feet[2]					Number of towed units[3]			Axle load-pounds				Operating tire inflation pressure pounds per sq. in.	Gross weight limit			Specified maximum gross weight-pounds[4]						Practical maximum gross weight-pounds[5]						Line
				Single unit			Truck tractor semi-trailer	Other combination	Semi-trailer	Full trailer	Semi-trailer and full trailer	Single		Tandem			Pounds per engine net horsepower delivered to clutch or equivalent	Type of restriction	Applicable to:		Truck		Truck tractor semitrailer			Other combination	Truck		Truck-tractor semitrailer			Other combination	
				Truck	Bus	Semi-trailer or trailer						Statutory limit	Including statutory enforcement tolerance	Statutory limit	Including statutory enforcement tolerance				Any group of axles	Total wheelbase only	2-axle	3-axle	3-axle	4-axle	5-axle		2-axle	3 axle	3-axle	4-axle	5-axle		
1	Alabama	96	13-6	40	40	NS	60	NP	1	NP	NP	20,000	2822,000	1440,000	2844,000	NS	NS	Table		X	40,000	60,000	60,000	75,000	80,000	1484,000	30,000	52,000	52,000	74,000	80,000	NP	1
2	Alaska	96	13-6	40	40	45	65	70	NR	NR	NR	20,000		34,000		NS	NS	Formula		X	40,000	54,000	60,000	74,000	88,000	NS	28,000	42,000	48,000	62,000	76,000	114,000	2
3	Arizona	96	6313-6	40	40	NS	65	65	1	1	2	20,000		34,000		NS	NS	Table	Under 18'	Over 18'					43		28,000	42,000	48,000	62,000	4376,000	80,000	3
4	Arkansas	96	13-6	40	40	NS	60	65	NR	NR	NR	818,000		32,000		NS	NS	Spec. maximum			30,000	44,000	48,000	62,000	73,280	73,280	26,000	40,000	44,000	58,000	72,000	73,280	4
5	California	96	34,913-6	40	40	4040	60	65	NR	NR	NR	1320,000		2534,000		NS	NS	Table	X								28,000	42,000	48,000	62,000	76,000	80,000	5
6	Colorado	96	13-6	35	40	NR	70	70	1	3	3	20,000		36,000		NS	NS	Formula-spec. lim.		X	36,000	54,000			1485,000	1485,000	28,000	44,000	48,000	64,000	80,000	85,000	6
7	Connecticutt[76]	102	13-6	55	55	NR	55	NP	1	NP	NP	22,400	22,848	36,000	36,720	NS	NS	Spec. lim. tire cap.			4632,000	4653,800	4653,800	4667,400	73,000	NP	30,848	44,720	53,800	67,400	73,000	NP	7
8	Delaware	96	13-6	40	42	NR	60	65	1	1	2	20,000		40,000		NS	NS	Table-spec. lim.	X		40,000	65,000	60,000	70,000	80,000	80,000	28,000	48,000	48,000	68,000	80,000	80,000	8
9	Florida	96	13-6	640	40	NS	55	55	1	1	32NP	20,000	22,000	40,000	44,000	NS	NS	Table	X		44,000	66,000	66,000	76,000	80,000	80,000	30,000	52,000	52,000	74,000	80,000	80,000	9
10	Georgia	96	13-6	60	60	45	60	60	1	1	NP	18,000	20,340	35,000	40,680	NS	NS	Spec. max.[16]	16X						1680,000	1680,000	28,340	48,680	48,680	69,110	73,280	73,280	10
11	Hawaii	108	13-6	40	40	NR	1058	65	1	1	2	24,000	26,400	34,000	37,400	NS	NS	Formula[21, 58]	21	58							33,200	43,700	58,400	68,900	79,400	1492,400	11
12	Idaho	14102	14-0	40	40	NR	6765	75	1	2	3	20,000		2037,800		45NS	NS	Table20—formula[21]	X		40,000	2056,700	60,000	74,000	1485,500	14105,500	28,000	2045,800	48,000	2064,700	2079,000	14105,500	12
13	Illinois	96	13-6	42	42	742	2455	2460	1	1	2	2318,000	48	32,000	48	NS	NS	Spec. lim.-tire cap.			36,000	50,000	50,000	64,000	73,280	73,280	26,000	40,000	44,000	58,000	72,000	73,280	13
14	Indiana	96	13-6	36	40	NR	55	65	NR	NR	NR	6418,000		6432,000		NS	NS	Spec. lim.-tire cap.							73,280	73,280	26,000	40,000	44,000	58,000	72,000	73,280	14
15	Iowa	96	13-6	40	40	NR	2660	2660	1	1	2	20,000		34,000		NS	NS	Table	X								40,000	60,000	60,000	80,000	80,000	80,000	15
16	Kansas	96	13-6	42'6"	42'6"	NS	65	65	1	2	2	20,000		34,000		NS	NS	Table		X	40,000	54,000	60,000	74,000	1485,500	1485,500	28,000	42,000	48,000	62,000	76,000	85,500	16
17	Kentucky	96	2713-6	2735	40	NR	2955	65	1	1	2	20,000	2821,000	34,000	2835,700	NS	NS	Spec. lim. tire cap.-form.	X		40,000	54,000	60,000	74,000	6080,000	6080,000	28,000	42,000	48,000	62,000	76,000	80,000	17
18	Louisiana	96	13-6	40	40	NR	65	65	2	2	2	20,000	2822,000	34,000	2837,000	120	NS	Axle lim. tire cap. 650 lb/in							80,000	6688,000	28,000	42,000	48,000	62,000	76,000	1588,000	18
19	Maine	14102	913-6	45	45	45	60	60	1	1	39NP	22,000		1438,000		NS	NS	Tire cap.-axle spacing	X		34,000	54,000	54,000	69,000	80,000	80,000	30,000	46,000	52,000	68,000	80,000	80,000	19
20	Maryland	96	13-6	40	41	NR	55	3065	NR	NR	NR	7522,400		3540,000		NS	NS	Table		X		55,000	55,000	66,000	79,000	79,000	30,400	55,000	55,000	66,000	79,000	79,000	20
21	Massachusetts	96	13-6	35	40	45	60	NP	1	NP	NP	22,400		36,000		NS	NS	Table-spec. lim.		X	46,000	60,000	67,200	80,000	80,000	NP	30,400	44,000	52,800	66,400	80,000	NP	21
22	Michigan	96	13-6	40	40	45	60	2265	2	1	2	2220,000		3834,000		NS	400	Formula 18,21							3880,000	3880,000	28,000	42,000	48,000	62,000	76,000	154,000	22
23	Minnesota	96	13-6	40	40	45	60	2265	1	1	NP	3820,000		3834,000		NS	NS	Table Formula [38]	X								26,000	40,000	44,000	58,000	3880,000	3880,000	23
24	Mississippi	96	13-6	35	40	NR	60	60	NR	NR	NR	18,000		32,000		NS	NS	Table-tire cap.	X								26,000	2240,000	44,000	2258,000	2272,000	2273,280	24
25	Missouri	96	13-6	40	40	NR	55	5555	NR	NR	NR	6518,000		6532,000		NS	NS	Table		X					73,280	73,280	26,000	40,000	44,000	58,000	2272,000	2273,280	25
26	Montana	14102	13-6	40	40	NR	60	60	NR	NR	NR	3618,000		3632,000		NS	NS	Table-formula[21]	Under 18'	Over 18'	36,2140,000	36,2160,000	36,2160,000	36,2180,000	36,2185,500	36105,500	26,000	40,000	44,000	58,000	73,280	76,800	26
27	Nebraska	96	14-6	40	40	7NR	65	65	1	1	2	20,000		34,000		NS	NS	Table-formula [21]	X		40,000	54,000	1460,000	74,000	85,500	1495,000	28,000	42,000	48,000	62,000	76,000	14 95,000	27
28	Nevada	96	14-0	40	40	NR	70	75	NR	NR	NR	20,000		34,000		NS	NS	Table	X		40,000	60,000	60,000	80,000	80,000	80,000	28,000	42,000	48,000	62,000	76,000	80,000	28
29	New Hampshire	96	13-6	35	40	45	60	60	1	1	NP	22,400		36,000		NS	NS	Table-spec. lim.		X	33,400	1455,000	52,800	66,400	80,000	80,000	30,400	44,000	52,800	66,400	80,000	80,000	29
30	New Jersey	96	13-6	35	4235	35	55	55	2	2	2	22,400	23,520	34,000	35,700	NS	NS	Axle lim.-tire cap.									31,520	43,700	55,040	67,220	79,400	80,000	30
31	New Mexico	96	13-6	40	40	NR	6965	65	1	1	2	21,600		34,320		NS	NS	Table	Under 18'	Over 18'							29,600	42,320	51,200	63,920	76,640	86,400	31
32	New York	96	13-6	35	40	45	60	60	2	2	2	22,400		36,000		NS	NS	Formulas		X					80,000	80,000	30,400	44,000	52,800	66,400	80,000	80,000	32
33	North Carolina	96	13-6	640	640	NR	55	55	1	1	NP	19,000	20,000	36,000	38,000	68100	NS	Formula[61]		Over 35'	31,500	49,875	49,875	67,200	79,800	79,800	28,000	46,000	46,000	66,000	79,800	79,800	33
34	North Dakota	22102	13-6	40	40	NR	75	75	1	1	2	20,000		34,000		NS	NS	Formula, tire cap.[21]									28,000	42,000	48,000	62,000	78,000	105,000	34
35	Ohio	96	13-6	40	40	45	60	65	1	NR	NR	20,000		4434,000		NS	NS	Formula[59]		X	40,000				80,000	80,000	28,000	43,000	48,000	63,000	78,000	80,000	35
36	Oklahoma	14102	13-6	40	45	NR	65	65	2	1	2	20,000		34,000		NS	NS	Table	X		4720,000	4734,000	4740,000	4754,000	1485,500	1490,000	28,000	42,000	48,000	62,000	76,000	1490,000	36
37	Oregon	96	14-0	40	40	22NR	2260	2275	1	1	2	4920,000		34,000		NS	NS	Table	X		40,000	54,000	60,000	74,000	80,000	80,000	28,000	42,000	48,000	62,000	76,000	80,000	37
38	Pennsylvania	96	13-6	40	40	NR	60	60	1	1	NP	7122,400	23,072	7136,000	37,08	NS	NS	Table [72]-formula	73X		38,000	58,400	58,400	73,280	80,000	80,000	7430,000	7444,000	7452,800	7466,400	7476,000	7476,000	38
39	Rhode Island	102	13-6	40	40	40	55	55	1	1	NP	22,400		NS		NS	NS	Spec. lim.			5036,000	5144,000	5250,000	5367,400	80,000	80,000	30,400	44,000	53,800	67,400	80,000	80,000	39
40	South Carolina	96	13-6	640	640	45	60	60	1	1	NP	1422,000		1439,600		NS	NS	Spec. lim.			38,500	50,600	55,000	1471,500	1480,608	1480,608	28,000	1444,000	48,000	1464,000	1473,280	73,280	40
41	South Dakota	96	13-6	35	40	NR	70	80	1	1	2	20,000		34,000		NS	NS	Formula[21]		X	40,000	60,000	60,000	80,000	1485,500	1495,000	28,000	42,000	48,000	62,000	80,000	1495,000	41
42	Tennessee	96	13-6	40	40	NS	7055	55	1	561	NP	818,000		32,000		NS	NS	Spec. lim.		X	36,000	50,000	48,000	62,000	73,280		26,000	40,000	44,000	58,000	72,000	58,000	42
43	Texas	96	13-6	45	40	NR	65	65	NR	NR	NR	20,000		34,000		NS	NS	Formula[21]	X								28,000	42,000	48,000	62,000	76,000	80,000	43
44	Utah	96	14-0	45	45	45	65	65	NR	NR	NR	20,000		34,000		NS	NS	Table	X		40,000	60,000	60,000	80,000	60,000	80,000	28,000	42,000	48,000	62,000	80,000	80,000	44
45	Vermont	14102	13-6	60	60	NS	60	60	1	1	NP	22,400	2223,520	5736,000	2237,80	NS	NS	Table-tire cap. 600 lb/in	X			2255,000			80,000	80,000	31,520	55,000	55,000	66,400	80,000	80,000	45
46	Virginia	96	13-6	40	40	NS	55	55	1	1	NP	20,000		34,000		NS	NS	Table		X	40,000	54,000	60,000	72,000	76,000	76,000	28,000	42,000	48,000	62,000	76,000	76,000	46
47	Washington	96	14-0	40	40	45	65	65	2	1	2	20,000		34,000		NS	NS	Table	Under 18'	Over 18'	40,000	40,000	60,000	74,000	80,000	80,000	28,000	40,000	48,000	62,000	76,000	80,000	47
48	West Virginia	96	3312-6	640	640	NS	2255	2255	1	1	NP	20,000		34,000		NS	NS	Table	X		40,000	54,000	60,000	2276,500	2280,000	2280,000	28,000	42,000	48,000	62,000	2276,000	2280,000	48
49	Wisconsin	96	13-6	35	40	48	6260	55	1	1	NP	8 20,000	19	34,000		NS	NS	Table[37], Formula[21]	X													28,000	49
50	Wyoming	3196	14-0	60	60	NR	85	85	1	1	2	20,000		36,000		NS	NS	Table	X						1280,000	1280,000	28,000	44,000	48,000	64,000	80,000	1280,000	50
51	District of Columbia	96	13-6	40	40	NS	55	55	1	1	NP	7722,000		7738,000		NS	NS	Table-tire cap.	X		43,000	65,000	65,000	75,000	79,000	79,000	30,000	46,000	52,000	68,000	73,280	73,280	51
52	Puerto Rico	96	13-6	35	40	NS	50	50	1	1	NP	NS		NS		NS	NS	Spec. lim. tire cap.															52
53	Manitoba	102 3/8	13-7	41	41	NS	65'-7"	70'-6"	1	1	NP	19,845	21,845	35,280	37,280	NS	NS	Spec. lim.	X		39,690	55,125	59,335	74,970	90,405	110,250	30,000	45,000	50,000	65,000	80,000	110,000	53
54	New Brunswick[79]	102 3/8	13-6	45 -11	45 -11	NS	65'-7"	65'-7"	2	1	NP	19,842		7839,683		NS	NS		X		4129,762	4147,399	4149,604	41 69,446	4187,083	124,561	27,558	45,195	47,399	67,241	84,878	124,561	54
55	Northwest Tarritories	120	13-6	40	40	NS	65	65	1	1	NP	20,000		5438,000		NS	NS	Axle lim.	X		35,000	50,000	55,000	70,000	85,000	110,000	28,000	43,000	48,000	63,000	78,000	110,000	55
56	Nova Scotia	102	13-6	40	40	45	65	65	2	2	2	20,000	21,000	35,000	37,000	NS	NS	Spec. max.	X		4130,000	4145,000	4150,000	4165,000	80,000	110,000	28,000	43,000	48,000	63,000	78,000	110,000	56
57	Ontario	102 3/8	13 7 3/8	36'1"	41'	45'-11"	68'-10"	68'-10"	NR	NR	NR	22,000	22,000	42,100	42,100	NS	NS	Table	X		41,800	61,900				140,000	30,000	50,100	52,000	72,100	92,100	134,300	57
	AASHTO Policy-1974	22102	13-6	40	40	40	55	65	1	1	2	20,000	20,000	34,000	34,000	95	400	Table	X								28,000	42,000	48,000	62,000	76,000	86,500	
Number of States	Higher	1	7	9	11	49	30	8	16	18	14	14		21				Formula 13									16	22	14	18	16	6	
	Same	8	44	32	40	2	20	19	34	31	19	28		23				Table 28	29								24	19	24	21	17	0	
	Lower	43	1	11	1	1	1	25	0	3	19	10		8				Spec. lim. 13									10	10	13	12	18	45	

NP—Not permitted. NR—Not restricted. NS—Not specified.

[1] Various exceptions for farm and construction equipment; public utility vehicles; housa trailars; busas; agricultural and forest products; at wheels of vehicles for safety accessories, on designated highways, and as administratively authorized.

[2] Various exceptions for utility vehicles and loads, house trailers, mobile homes and urban, suburban and school buses, auto, boat and livestock transporters.

[3] When not specified, limitad to number possible in practical combinations within permitted length limits; various exceptions for farm tractors, mobile homas, etc.

[4] Legally specified or established by administrative regulation. Subject to axle limits.

[5] Computed under the following conditions to permit comparison on a uniform basis between States with different types of regulation:

A. Front axle load of 8,000 pounds.

B. Maximum practical wheelbase within applicable length limits:

(1) Minimum front overhang of 3 feet; minimum spacing from first to second axle of truck tractor 8 feet.

(2) In the case of a 4-axle truck-tractor semitrailer, rear overhang computed as necessary to distribute the maximum possible uniform load on the maximum permitted length of semitrailer to the single drive-axle of the tractor and to the tandem axles of the semi-trailer, within the permitted load limits of each.

(3) In the case of a combination having 5 or more axles, minimum possible combined front and rear overhang assumed to be 5 feet, with maximum practical load on maximum permitted length of semitrailer, subject to control of loading on axle groups on total wheelbase as applicable.

C. Including statutory enforcement tolerance as applicable.

[6] Less than three axles 35 feet. In West Virginia, two-axle vehicles 40 feet long may be used as school buses or to transport passengers by urban mass transportation.

[7] Trailer 35 feet in New Jersey, 40 feet in Nebraska. Semitrailer 45 feet in Illinois.

[8] Steering axle 12,000 pounds in Arkansas and Tennessee. In Wisconsin based on mfgr. tire ratings.

[9] Load on vehicle may exceed 13'6" but not exceed 14'0".

[10] 65' for agricultural products. Semitrailer limited to 45'.

[11] On class AA, or designated highways, 12 ft 6 in. on other highways.

[12] On Interstate system only. 101,000 lbs. on primary and secondary highways.

[13] Steering axle 12,500 pounds (some exemptions) 20,500 any axle of a bus.

[14] Lower limits apply on Interstate System.

[15] Except when the vehicle or combination is equipped with a tridum axle the practical maximum would be 88,000 pounds on non-interstate and 83,400 pounds on interstate highways.

[16] 80,000 pounds maximum, except on public roads under Rural Roads Authority 56,000 pounds maximum unless meking a pick-up or delivery. Vehicles in excess of 73,280 pounds up to the maximum of 80,000 pounds must qualify on any group of axles, based on the formula: $W = 500\left(\frac{LN}{N-1} + 12N + 36\right)$. Axles with adjustable height may not be counted.

[17] 800 (L plus 40) where L is distance between first and last axle of group or 2 or more consecutive axles of vehicle or combination except that 700 (L plus 40) governs where L is 13 feet or less; alternate load determination by table for vehicles of 3, 4 or 5 axles for L between 19 feet and 51 feet provided single axle load limited to 18,000 pounds or less; 900 (L plus 40), where L is distance between first and last axle of vehicle or combination on highways which have no structures with a span of 20 feet or more.

[18] Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the first and last axles of the consecutive sets are not less than 36 feet apart.

[19] Axle load 21,000 pounds on 2-axle trucks transporting milk from farm to market and 21,500 pounds on single axle, 37,000 pounds on two axles less than 7 feet apart, and 4000 pounds more on groups of 3 or more axles more than 9 feet apart than in Table for vehicles transporting peeled or unpeeled forest products cut crosswide or scrap metal, but not over Interstate System.

[20] Special limits for vehicles hauling timber and form products, ores, concentrates and aggregates; single axle 18,900 pounds, tandem axle 37,800 pounds; vehicle with 3 axles permitted, 56,740 pounds at 13 foot axlespacing, 4 axles permitted 66,000 pounds maximum at 21 foot axle spacing, vehicle with 5 or more axles permitted 79,000 pounds maximum at 43 foot axle spacing.

[21] $W = 500\left(\frac{LN}{N1} + 12N + 36\right)$ Gross weight may not exceed 80,000 pounds on Interstate. Except in Michigan, Montana and Hawaii.

[22] On designatd highways only, and an annual twin permit is required on these designated highways (in Minnesota).

[23] On designated highways; 16,000 pounds on other highways.

[24] Truck tractor semitrailer 60 feet, and truck tractor semitrailer drawing one trailer or tractor stringer - steered semitrailer (auto transport) 65 feet. On any 4-lane or other designated highway in Illinois; on designated highways in North Dakota).

[25] 34,500 on logging trucks.

[26] Auto and boat transports permitted 60 feet plus 5 feet ovarheng not to exceed 3 feet at either end. Three unit combinations, vehicleshauling livestock or implements of husbandry permitted 60 feet.

[27] On state maintained highways; on other highways 11.5 feet high; 26.5 feet long.

[28] None on Intestate.

[29] On state maintained highways; 30 feet on other highways.

[30] Double bottems are limited to four lane highways.

[31] 102" on all roads over 20 feet in width except Interstate System.

[32] Allowed for acota length of 65' on rural interstate

[33] Auto transports 13 feet 6 inches; other vehicles 13 feet 6 inches on designatad routes.

[34] Double-decksus - 14' 3"; Trailer coach - 14' 0".

[35] Single unit vhicles with 48 inch spacing, 40,000 pounds. Vehicle combinations over 73,000 pounds operating gross weight, 34,000 pounds.

[36] Annual permit required. 1 axle 20,000 lbs. Tandem 34,000 lbs.

[37] On Class A highways. All axles of a vehicle or combination—80,000 pounds maximum. Wheel, axle, axle group and gross vehicle weights on Class B Highways are 60% of weights including tolerance authorized for Class A Highways.

[38] On designatd highways only gross weight not to exceed $500\left(\frac{LN}{N-1} + 12N + 36\right)$; except that two consecutive sets of tandem axles may carry a gross load of 34,000 lbs. each if the first and last axles of the consecutive sets of tandem axles are not less than 36 feat apart and the gross vehicle weight does not exceed 80,000 lbs.

[39] Drive away, towaway operations may include a combination of saddlemount vehicles not to exceed 3 units in contact with the highwey.

[40] Limitation does not apply to a semitrailer being towed by truck tractor providing the distance batween the kingpin and the rearmost axle does notexceed 38 feet. The semitrailer, exclusive of attachments, shall not extend forward of the rear of the truck cab.

[41] Specified maximum can be exceeded dependent on front axle design capacity.

[42] Or as prescribed by P.U.C.

[43] Five axle units having 51 feet or more of wheelbase may gross 80,000 lbs. not to exceed the specified axle loadings of 20,000 and 34,000 lbs.

[44] 24,000 pounds if 4 feet or less apart 34,000 pounds plus 1000 pounds for each foot or fraction thereof over 4 feet, and not more than 10 feat apart, maximum weight not to excaad 40,000 pounds.

[45] Adequate tractionand power to maintain 15 mph minimum on any upgrade under normal conditions.

[46] Increased weightup to 36,000 lbs. (max. 18,000 per axle) for two axle; 58,400 lbs. for three axle truck-tractor semi-trailer; and 73,000 lbs for our axle vehicles when the distance between the first and last axle is not less than 28 feat.

[47] Weight shown plus front steering axle of not to exceed 18,000 pounds.

[48] Self-compacting arbage or refuse hauling trucks 22,000 pounds singla axle; 40,000 pounds tandem axle, gross weight not more than 54,000 pounds on a 3-axle truck, except on Interstate.

[49] Self compacting arbage or refuse truck 22,000 lbs. except on Interstate

[50] Axles spaced lessthan 6 feet 32,000 pounds; less than 12 feat 36,000 pounds; 12 feet or mora governed by axla limit.

[51] Single vahicle with 3 or more axles spacad less than 16 feet 40,000 pounds; less than 20 feet 44,000 pounds; 20 feat or more governed by axle limt.

[52] Tractor semitrailir with 3 or more axles spaced lass than 22 feet 46,000 pounds; less than 27 feet 50,000 pounds; 27 faet or more governed by axle lmit.

[53] Axle spacing 27 feet or more.

[54] Minimum distance from center to canter of wheels is 10 feet.

[55] 65 feet for other combinations on State primary, Interstata or other designated routes plus five miles therefrom. Auto transports allowed 3' front and 4' rear overhang.

[56] Limited to 3,500 pounds.

[57] Three axle truck 55,000 pounds with no restriction on tandem. On Interstate 22,400 pounds single, 36,000 pounds tandem.

[58] For other than interstate W=880 (L + 40)

[59] 38,000 plus 900 L but not greatar than 80,000 where L is the distance in feet from front to rearmost axla.

[60] For weights in excess of 73,280 lbs. on the Interstata system $W=500\left(\frac{LN}{N-1} + 12N+36\right)$ not to exceed 80,000 lbs.

[61] $W=500\left(\frac{LN}{N-1} + 12N+36\right)$. Gross weight may not exceed 79,800 lbs. Applias to 5 or more axles only.

[62] Combination limited to 55' if semitrailer is over 48'.

[63] Mobile home 14'

[64] Self compacting garbage and refuse trucks 24,000 pounds on single axle, 42,000 pounds on tandem axle, except on interstate.

[65] 20,000 pound single axle and 34,000 pound tandem axle for buses.

[66] Except when the vehicle or combination is equipped with a tridum axle the specified maximum gross vehicle weight is 88,000 lbs. for non-interstate and 83,400 pounds for interstate highways. Maximum load for a tridum axle is 42,000 pounds.

[67] Truck-tractor/stinger steered semitrailer combination length of 75 feet allowed if kingpin or other coupling device is located to the rear of the last axle of the towing vehicle.

[68] If over 100 psi allowable axle weight is reduced to 17,000 lbs.

[69] 48 foot trailers may be used if the combination does not exceed 55 feet in New York.

[70] When a motor vehicle with an attached trailer or semitrailer has an adjustable fifth wheel placement, such combination may be adjusted up to twelve (12) inches, but in no event shall such combination exceed fifty-six (56) feet in total length after adjustment nor shall it exceed fifty-five (55) feet in total length prior to adjustment.

[71] Vehicles and combinations - gross weight less than 73,280 lbs.: Steering axle 18,000 lbs.; other axles if center-to-center distance between the nearest adjacent axles is: under 6 feet 18,000 lbs. - 18,000 lbs.; 6 to 8 feet 18,000 lbs. - 22,400 lbs.; over 8 feet 22,400 lbs. - 22,400 lbs.. Other exceptions are applicable based on registration. Combinations - gross weight in excess of 73,280 lbs.: Steering axle 18,000 lbs.; all other axles: 20,000 lbs. single axle and 34,000 lbs. tandem axle; groups of axles

$$W=500\left(\frac{LN}{N-1} + (12N + 36)\right).$$

[72] Table applicable provided gross weight is less than 73,280 pounds; formula applicable provided gross weight exceeds 73,280 pounds.

[73] Exceptions to Formula apply to certain 3-axle and 4-axle trucks based on registration; 5-axle group of axles based on formula; and 6-axle combinations based on registration.

[74] No tolerance allowed for gross weight.

[75] For combinations operating at more than 73,000 pounds the single limit is 20,000 pounds.

[76] Connecticut also has added an option, under Public Act 80-71, of registering in accordance with Federal Bridge Formula "B", thereby adding vehicle weight limitations to those shown. Details may be obtained directly from the State.

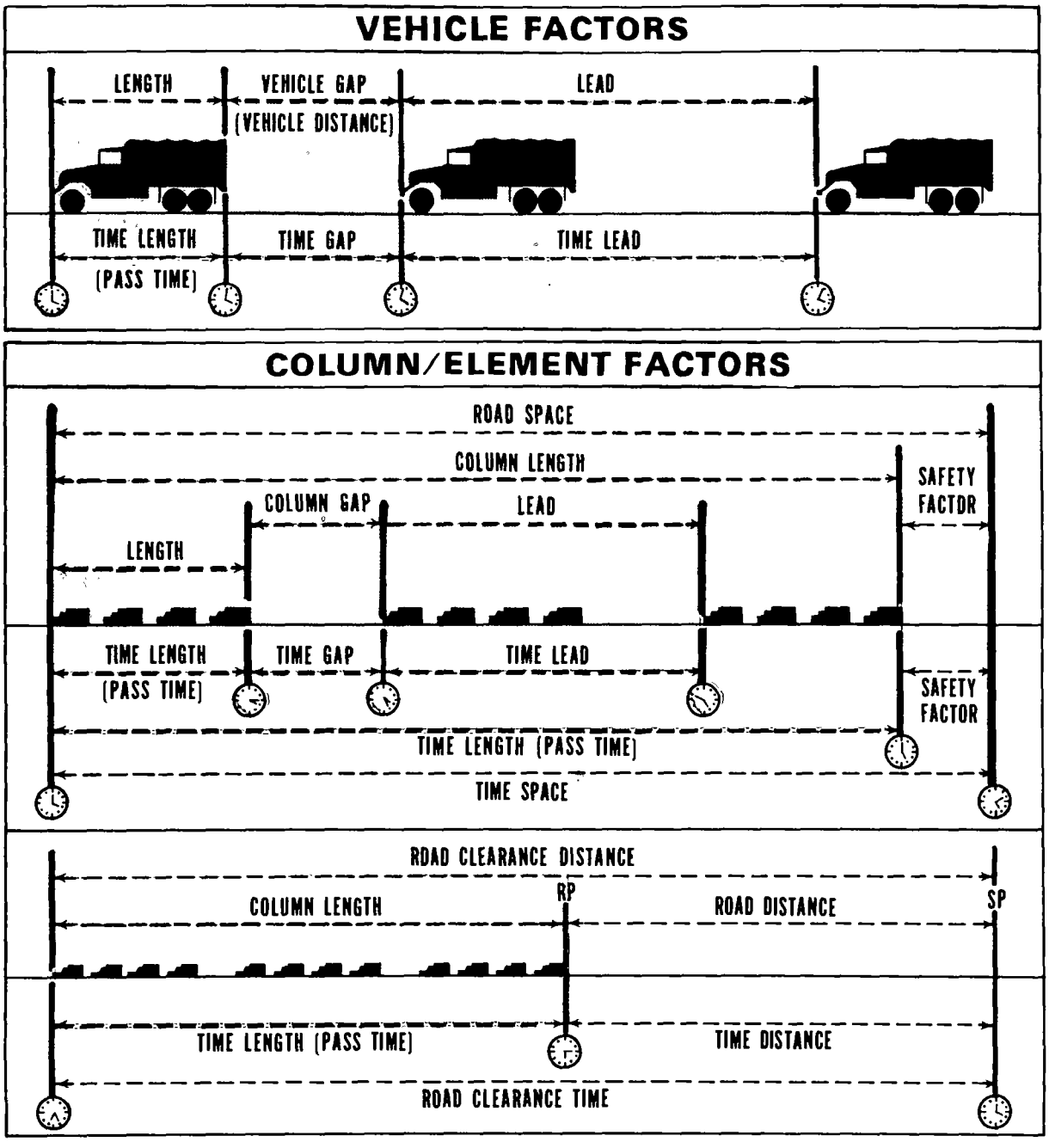
[77] Figures shown are for gross vehicle weight of 73,000 pounds or less; for heavier gross vehicle weights, the single axle statutory limit including tolerance is 20,000 pounds and the tandem limit is 34,000 pounds.

[78] Valid only for trailer tandem of 6' or greater; 4' tandem - 35,000 lbs., 4' - 6" tandem - 36,000 lbs., 5' tandem - 37,500 lbs.

[79] Sizes and weights for New Brunswick may vary due to change to metric units.

APPENDIX G

DISTANCE AND TIME FACTORS, VEHICLE AND COLUMN/ELEMENT



APPENDIX H

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT (SF 91)

Whenever military vehicles are involved in any accident, regardless of how trivial the accident may seem, SF 91 will be prepared by the driver.

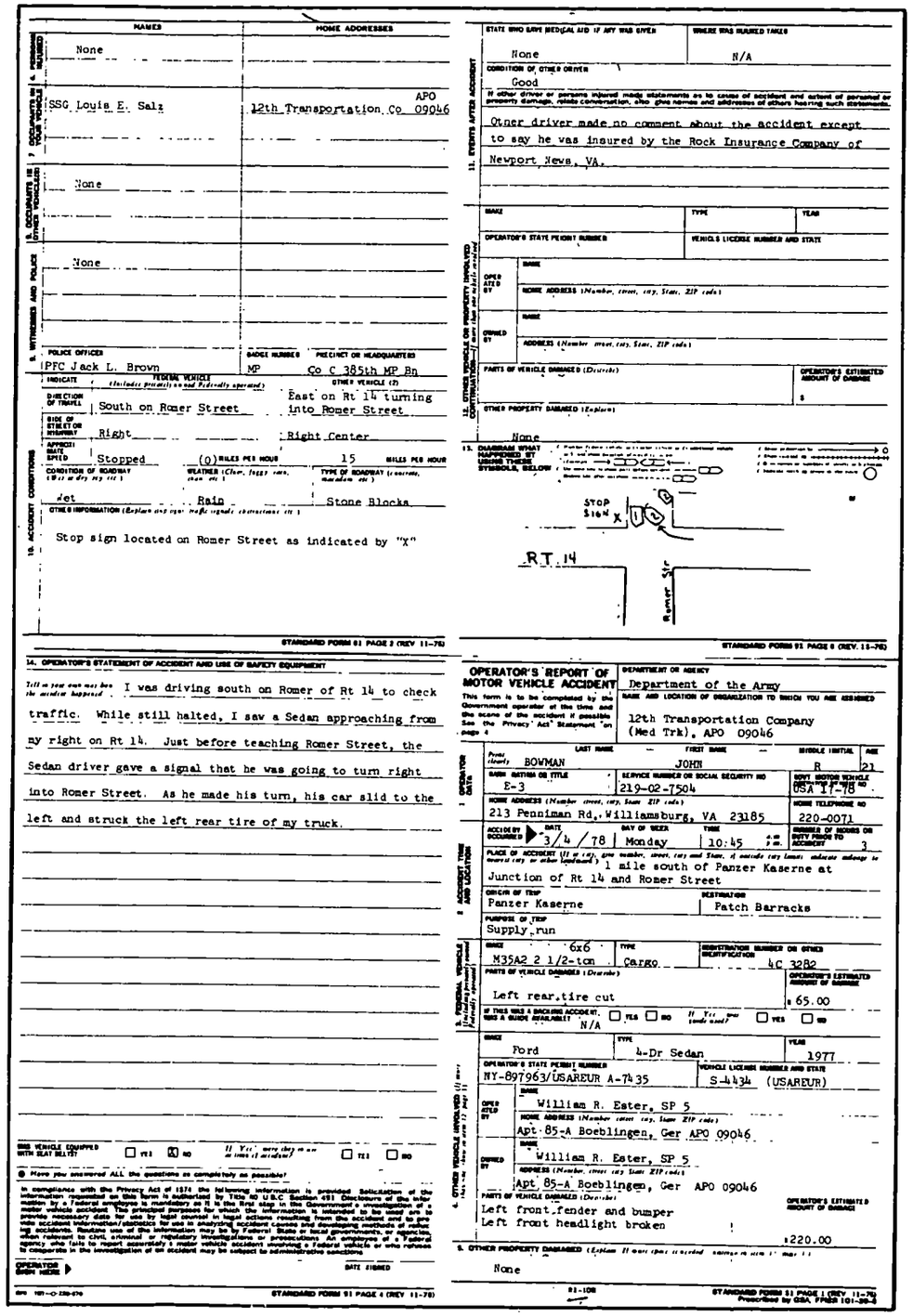
On-the-spot information will be recorded on the form by the operator involved. If the operator is unable to prepare the report at the scene of the accident, it will be prepared by anyone so directed. The report must be completed and delivered to the operator's immediate supervisor as soon as possible for use in preparing DA Form 285 (Accident Investigation Report).

Whenever state or local regulations require submission of accident reports to their agency, the report will be submitted first to the appropriate claims officer for review to insure that the rights of the United States Government are not prejudiced by admission of liability.

It is essential that personnel be trained to obtain all vital information at the scene of the accident and to complete all entries on the form. Information will often be unavailable after witnesses have left or vehicles have been removed from the scene of an accident.

Each item of the report should be checked to make sure it gives a complete picture of facts leading to the accident and what occurred in the accident. If there is any question as to the validity of information obtained for the report, a notation should be made to this effect.

When another driver is involved in the accident, his name should be obtained from his driver's permit.



NAMES / HOME ADDRESSES

4. PERSONS INJURED: None

5. DECEASED (IF OTHER VEHICLE): SSG Louis E. Salz — 12th Transportation Co APO 09046

6. WITNESSES: None

7. POLICE: None

POLICE OFFICER: PFC Jack L. Brown | BADGE NUMBER: MP | PRECINCT OR HEADQUARTERS: Co C 385th MP Bn

10. ACCIDENT CONDITIONS

	FEDERAL VEHICLE	OTHER VEHICLE (?)
DIRECTION OF TRAVEL	South on Romer Street	East on Rt 14 turning into Romer Street
SIDE OF STREET OR HIGHWAY	Right	Right Center
APPROX. SPEED	Stopped	(0) MILES PER HOUR — 15 MILES PER HOUR
CONDITION OF ROADWAY	Wet	WEATHER: Rain — TYPE OF ROADWAY: Stone Blocks

OTHER INFORMATION: Stop sign located on Romer Street as indicated by "X"

11. EVENTS AFTER ACCIDENT

STATE WHO GAVE MEDICAL AID IF ANY WAS GIVEN: None — WHERE WAS INJURED TAKEN: N/A

CONDITION OF OTHER DRIVER: Good

If other driver or persons injured made statements as to cause of accident and extent of personal or property damage, relate conversation, also give names and addresses of others hearing such statements.

Other driver made no comment about the accident except to say he was insured by the Rock Insurance Company of Newport News, VA.

12. OTHER VEHICLE OR PROPERTY INVOLVED (If more than one vehicle was involved)

MAKE | TYPE | YEAR

OPERATOR'S STATE PERMIT NUMBER | VEHICLE LICENSE NUMBER AND STATE

OPER. SITED BY — NAME — HOME ADDRESS (Number, street, city, State, ZIP code)

OWNED BY — NAME — ADDRESS (Number, street, city, State, ZIP code)

PARTS OF VEHICLE DAMAGED (Describe) | OPERATOR'S ESTIMATED AMOUNT OF DAMAGE: $

OTHER PROPERTY DAMAGED (Explain): None

13. DIAGRAM: STOP SIGN X, RT 14, Romer St

STANDARD FORM 91 PAGE 2 (REV. 11-76)

14. OPERATOR'S STATEMENT OF ACCIDENT AND USE OF SAFETY EQUIPMENT

Tell in your own words how the accident happened: I was driving south on Romer of Rt 14 to check traffic. While still halted, I saw a Sedan approaching from my right on Rt 14. Just before teaching Romer Street, the Sedan driver gave a signal that he was going to turn right into Romer Street. As he made his turn, his car slid to the left and struck the left rear tire of my truck.

SEAT BELTS: VEHICLE EQUIPPED WITH SEAT BELTS? ☐ YES ☒ NO — If "Yes," were they in use at time of accident? ☐ YES ☐ NO

Have you answered ALL the questions as completely as possible?

In compliance with the Privacy Act of 1974, the following information is provided: Solicitation of the information requested on this form is authorized by Title 10 U.S.C. Section 4951. Disclosure of this information by a Federal employee is mandatory as it is the first step in the Government's investigation of a motor vehicle accident. The principal purposes for which the information is intended to be used are to provide necessary data for use by legal counsel in legal actions resulting from the accident and to give safe accident information/assistance for use in analyzing accident causes and developing methods of reducing accidents. Routine uses of the information may be by Federal, State or local governments, or agencies, when relevant to civil, criminal or regulatory investigations or prosecutions. An employee of a Federal agency who fails to report accurately a motor vehicle accident involving a Federal vehicle or who refuses to cooperate in the investigation of an accident may be subject to administrative sanctions.

OPERATOR (SIGN HERE) ▶ — DATE SIGNED

STANDARD FORM 91 PAGE 4 (REV. 11-76)

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

This form is to be completed by the Government operator at the time and the scene of the accident if possible. See the Privacy Act Statement on page 4.

DEPARTMENT OR AGENCY: Department of the Army

NAME AND LOCATION OF ORGANIZATION TO WHICH YOU ARE ASSIGNED: 12th Transportation Company (Med Trk), APO 09046

OPERATOR DATA

LAST NAME	FIRST NAME	MIDDLE INITIAL	AGE
BOWMAN	JOHN	R	21

GRADE, RATING OR TITLE	SERVICE NUMBER OR SOCIAL SECURITY NO	GOVT. MOTOR VEHICLE OPR'S ID NO
E-3	219-02-7504	USA 17-76

HOME ADDRESS (Number, street, city, State, ZIP code): 213 Penniman Rd, Williamsburg, VA 23185 — HOME TELEPHONE NO: 220-0071

ACCIDENT OCCURRED: DATE 3/4/78 — DAY OF WEEK: Monday — TIME: 10:45 ☐ A.M. ☐ P.M. — NUMBER OF INJURED OR DEATH PERSONS TO ACCIDENT: 3

PLACE OF ACCIDENT (If on city, give number, street, city and State. If outside city limits, indicate mileage to nearest city or other landmark): 1 mile south of Panzer Kaserne at Junction of Rt 14 and Romer Street

ORIGIN OF TRIP: Panzer Kaserne — DESTINATION: Patch Barracks

PURPOSE OF TRIP: Supply run

A. GOVERNMENT VEHICLE (Including privately owned vehicles when used on official business)

GRADE	TYPE	REGISTRATION NUMBER OR OTHER IDENTIFICATION
6x6 M35A2 2 1/2-ton	Cargo	4C 3282

PARTS OF VEHICLE DAMAGED (Describe): Left rear tire cut — OPERATOR'S ESTIMATED AMOUNT OF DAMAGE: $ 65.00

IF THIS WAS A BACKING ACCIDENT, WAS A GUIDE AVAILABLE? N/A ☐ YES ☐ NO — If "Yes," give name and unit: ☐ YES ☐ NO

B. OTHER VEHICLE INVOLVED (If more than one vehicle was involved, complete information on page 1)

GRADE	TYPE	YEAR
Ford	4-Dr Sedan	1977

OPERATOR'S STATE PERMIT NUMBER: NY-897963/USAREUR A-7435 — VEHICLE LICENSE NUMBER AND STATE: S-4434 (USAREUR)

OPER. SITED BY — NAME: William R. Ester, SP 5 — HOME ADDRESS (Number, street, city, State, ZIP code): Apt 85-A Boeblingen, Ger APO 09046

OWNED BY — NAME: William R. Ester, SP 5 — ADDRESS (Number, street, city, State, ZIP code): Apt 85-A Boeblingen, Ger APO 09046

PARTS OF VEHICLE DAMAGED (Describe): Left front fender and bumper, Left front headlight broken — OPERATOR'S ESTIMATED AMOUNT OF DAMAGE: $220.00

9. OTHER PROPERTY DAMAGED (Explain if more space is needed, continue in item 11, page 1): None

83-108

STANDARD FORM 91 PAGE 1 (REV. 11-76) Prescribed by GSA, FPMR 101-26.8

EXAMPLE OF FORM (SF91)

FRONT SIDE

REVERSE SIDE

DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

NOTE: FOLD OUT BOTH FACING PAGE AT ONCE.

a. This shipment consists of the following: weight and cube are as indicated:

	Weight Each	Total Weight	Cube Each	Total Cube
10 cartons IBM cards	75 lb	750 lb	5.62	56.2
9 boxes auto accessories	400 lb	3,600 lb	36	324
3 boxes office machines	55 lb	165 lb	16	48
		4,515 lb		428.2

DD FORM 1384

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT — PAGE NO.

1. Doc Id	2. Trir Cont	3. Consignor	4. Comm-Spec Hdlg	5 Air Dim	6. POE	7. POD
8. Mode	9. Pack	10 Trans Control No.	11. Consignee	12. Pri	13 RDD	14 Proj	15 Date Shpd	16. ETA	17 Tr Acct
18. Carrier	19. Flight-Truck-Voy Doc No.	20. Ref	21. Remarks	22 Pieces	23 Weight	24 Cube

26 a. Transhp Point (1)	b. Date Rec	c. Bay Whse	d Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No	g. Ref	h. Stow Loc	i. Split	j Cond	k Signature-Remarks
26 a. Transhp Point (2)	b Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f Flight-Truck-Voy Doc No	g. Ref	h. Stow Loc	i. Split	j Cond	k Signature-Remarks
27 a. Transhp Point (3)	b. Date Rec	c Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No	g. Ref	h. Stow Loc	i. Split	j. Cond .	k Signature-Remarks
28. Consignee	29. Date Received-Offered (Sign)			30. Condition	31. Remarks					

32. Doc Id	33. Trailer-Container	34. Consignor Comm Abbr Other	36. Commodity Spec Hdlg	36. VOY NO. Air Dim a	VOY NO. POE b	37. POD	38. MODE	39. Type Pack	40. Trp	Consignee	42. PRI	43. REMARKS AND/OR RDD a	Proj b	Stow Loc Shpd c	Stow Loc ETA d	Tac e	44 ADDITIONAL REMARKS OR Pieces a	Weight b	Cube c

SAMPLE

DD FORM 1384, 1 APR 66 — REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

b. When used as a military truck waybill, DD Form 1384 is completed in accordance with the following instructions. Appendixes and paragraph references in instructions given below are contained in DOD Regulation 4500.32-R, Military Standard Transportation and Movement Procedures.

(1) Block 1. Refer to appendix B1. First position is always T, X for shipments not otherwise covered, and I for prime document.

(2) Block 2. Leave blank in this instance. When a controlled container is used, enter container number.

(3) Block 3. Enter shipping agency designation in code and in the clear.

(4) Block 4. Refer to appendix B4. General cargo code is 700. In this instance no special type of cargo is applicable, so enter Z in the fourth position, and no exception handling is required, so enter Z again in the fifth position.

(5) Blocks 5, 6, and 7 not applicable.

(6) Block 8. Refer to appendix B6. Cargo is being transported by Government truck, so enter 1.

(7) Block 9. Refer to appendix B7. Cargo is composed of more than one type of shipping container, so enter MX.

(8) Block 10. Refer to appendix B8. Enter transportation control number as prescribed in appendix B8.

(9) Block 11. Enter the consignee's designation in code and in the clear.

(10) Block 12. Refer to paragraph 3-3. Enter 3 in block 12. In this instance, delivery is required within 20 days.

(11) Block 13. Compute the required delivery date (RDD) by adding order shipping time (OST) to date of requisition. (Requisition date was 338, add 20 days OST, and the RDD is 358.)

(12) Block 14. Leave blank when not assigned a project code.

APPENDIX I

DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

DD Form 1384 (Transportation Control and Movement Document) is authorized for use as a waybill to document shipments between Army installations by Army vehicles. When a responsible commander prescribes this form for shipments by military motor vehicles, it will be filled out as indicated below. With the exception of the spaces where the driver and consignee acknowledge receipt of the shipment, this form is prepared by the consignor. To insure uniformity and to assist in the training of drivers in documentation procedures, an explanation of DD Form 1384 when used as a truck waybill is covered in the following paragraphs. This simulated shipment originates at US Army Depot Kaiserslautern and is destined for US Army Ordnance Service Center, Wurzburg.

FOLDOUT

FOLDOUT

DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

(Continued)

(13) Block 15. Enter Julian date the shipment was made, in this instance 7 December 79, Julian date 341.

(14) Block 16. Refer to appendix B10. Enter code for number of days shipment will be in transit. For this shipment it is 1 day, so enter 1 in block 16.

(15) Block 17. Not applicable.

(16) Block 18. Enter designation of transporting unit in the clear.

(17) Block 19. Enter bumper number of transporting vehicles.

(18) Block 20. Leave blank.

(19) Block 21. Use as required.

(20) Block 22. Enter number of pieces of cargo.

(21) Block 23. Enter total weight of cargo.

(22) Block 24. Enter total cube of cargo.

(23) Block 25a. Leave blank.

(24) Block 25b. Driver enters date he signs for cargo.

(25) Block 25c. Use is optional.

(26) Block 25d. Same as 25b.

(27) Block 25e. Enter "Army truck."

(28) Block 25f. Enter movement control number when applicable; otherwise, leave blank.

(29) Blocks 25g, h, i. Leave blank.

(30) Block 25j. Driver enters condition of shipment. (Additional details may be noted in column 43 of body of form.)

(31) Block 25k. Driver signs for shipment. When actual count of shipment is not practicable, the driver will note in column 43 "not driver's count."

(32) Block 26 and 27. Used for transfer of shipment at any transshipment points.

(33) Block 28. Upon receipt of shipment, consignee enters his activity designation in code and in the clear.

(34) Block 29. Consignee enters date shipment is received, and signs for shipment. Driver retains a minimum of two copies for return to his parent unit. Parent unit retains one copy and forwards one copy to consignor.

(35) Block 30. Consignee enters condition of shipment.

(36) Block 31. Identify specific receiving activity within the installation.

(37) Column 32. Refer to appendix B1 and paragraph 3-8c(1). This requires an explanation of not otherwise stated (NOS) commodity codes entered in block 4. In this instance enter TX9, which indicates miscellaneous information, e.g., items being shipped.

(38) Columns 33 and 34. Leave blank.

(39) Column 35. Refer to appendix B4. Commodity code 737ZZ describes the first item, which is IBM cards, so enter 737ZZ here.

(40) Blocks 36, 37, 38. Leave blank.

(41) Block 39. Refer to appendix B7. Since IBM cards are packed in cartons, enter "CT."

(42) Blocks 40, 41, 42. Leave blank.

(43) Block 43. To assist the driver in checking packages in shipment, enter a brief description of package contents.

(44) Block 44a. Enter number of pieces containing a separate commodity.

(45) Block 44b. Enter total weight of packages containing a separate commodity.

(46) Block 44c. Enter total cube of packages containing a separate commodity.

GLOSSARY

For the purpose of this manual, the following terms will apply as defined:

average speed	The average number of miles traveled per hour calculated over the whole journey, excluding specifically ordered halts. It is expressed in miles per hour (mph).
column	A formation in which elements are placed one directly behind the other.
column gap	The space between two organized elements of a convoy following each other on the same route. It can be calculated in units of length of time as measured from the rear of one element to the front of the following element.
column length	The length of roadway occupied by a column in movement, including the gaps inside the column, from the front of the leading vehicle to the rear of the last vehicle.
convoy	A group of motor vehicles organized for the purpose of control and orderly movement with or without escort protection. For the purpose of this manual, a convoy is any group of six or more vehicles temporarily organized to operate as a column with or without escort, proceeding together under a single commander or the dispatching of 10 or more vehicles per hour to the same destination over the same route.

convoy commander	The officer or noncommissioned officer in charge of the vehicles and operating personnel or a convoy, designated as such by the person authorizing the movement.
convoy route	The specific route assigned to each convoy by the appropriate routing authority.
express highway	A limited access highway with a minimum of two lanes for traffic in each direction with a median strip separating traffic traveling in opposite directions.
dimension or size limitations	The limitations imposed by state law governing the overall width, length, and height of a vehicle or combination of vehicles or combination of vehicles and the lading.
expressways	High-speed highways, including the Interstate Highway System, freeways, thruways, superhighways and parkways. Expressways are characterized by the following: controlled access overpasses and underpasses for cross traffic center dividing strips absence or minimum of stop signs or lights wide lanes good quality paving easy curves and grades long-sight distances

The combined weight of the vehicle and load.	gross weight
The movement of vehicles onto a roadway either in small groups or individually at extended or irregular intervals so as not to provide a concentration of vehicles at any one given area.	infiltration
The provision of billets, bivouac areas, meals, POL supplies, and maintenance services at military installations, or the provisions for billets or bivouac areas anywhere along the convoy route.	logistic support
A subordinate element of a serial which moves and halts at the order of one commander.	march unit
A self-propelled, boosted, or towed conveyance for transporting a load on land.	motor vehicle
A vehicle, a combination of vehicles, or a combination of vehicle(s) and lading in which one or more of the dimensions of width, length, or height exceeds the limitations imposed by the laws of the state concerned.	oversize vehicle
A vehicle, a combination of vehicles, or a combination of vehicle(s) and lading in which the gross weight exceeds the legal gross weight limitation, based on a consideration of the various combinations of types of axle spacings in conjunction with the number of wheels and types of tires on the vehicles as imposed by the state concerned.	overweight vehicle
The regulated speed of a column element as set by the pace setter in order to maintain the average speed prescribed.	pace

pass time	The actual time between the moment when the first vehicle passes a given point and the moment when the last vehicle passes the same point.
rate of march	The average number of miles traveled in a given period of time, including all ordered halts. It is expressed in miles in the hour (mih).
road clearance distance	The total distance the head of a motor column must travel for the entire column to clear a given section of road.
road clearance time	The total time the head of a motor column must travel for the entire column to clear a given section of road.
serial	An element or group of elements within a series which is given a numerical or alphabetical designation for convenience of planning, scheduling, and control. It is the largest element of a convoy, and it moves and halts at the order of one commander.
special hauling permit	A permit or authority issued by a state highway department or other authorized issuing authority which grants authority to operate a vehicle or vehicle(s) containing hazardous material, vehicles in convoy, or vehicles exceeding legal weight or dimension limitations over the specific public highways over which the vehicle(s) are routed.
special movement	Any vehicle movement which consists of or includes any oversize or overweight vehicle, any cargo or explosives or other dangerous articles, and/or having any requirement for en-route logistical support.

(See expressway.)	superhighway
Time required for a vehicle to travel between two points at a prescribed rate of speed.	time distance
The time which lapses between successive elements of a column as they move past a given point.	time gap
The last element of a convoy, normally composed of personnel and equipment that provides services to the convoy.	trail element
The distance between the rear of a vehicle to the front bumper of the following vehicle.	vehicle distance

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FM 55-312

10 AUGUST 1981

By Order of the Secretary of the Army:

E. C. MEYER
General, United States Army
Chief of Staff

Official:

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Brigadier General, United States Army
The Adjutant General

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